

**PLANNED UNIT DEVELOPMENT  
STAFF REPORT****Date: August 19, 2021****DEVELOPMENT NAME**

Kimley-Horn and Associates

**LOCATION**5001 Rangeline Crossing Drive  
(Northwest corner of Halls Mill Road and Rangeline Crossing Drive).**CITY COUNCIL  
DISTRICT**

District 4

**PRESENT ZONING**

B-3, Community Business District

**AREA OF PROPERTY**

9 Lots / 78.3± Acres

**CONTEMPLATED USE**

Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow shared access between multiple building sites in a private street subdivision.

**TIME SCHEDULE  
FOR DEVELOPMENT**

August 2021.

**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 Permitting 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 and paving 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 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.

4. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy.
5. 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. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals.
6. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

## **TRAFFIC ENGINEERING**

### **COMMENTS**

Traffic impact studies have been previously prepared for this overall site based on existing and some proposed developments. Although the most recent study does not include this proposed addition to the site, estimated peak hour trip generation for this site does not warrant as revised or additional study. The Rangeline Crossing PUD includes significant areas reserved for future development. PUD approval is for the development shown on this specific site plan.

Additional 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 street (Rangeline Crossing Dr) is estimated to have failing levels of service in the peak hour. As development plans continue to evolve with this site, additional controlled access points to public streets will help distribute the traffic to the street network. The private street of Rangeline Crossing Dr will continue to exhibit failing levels of service if development continues to only be concentrated primarily to this street.

The original study is the basis for the offsite improvements that are currently under construction under City of Mobile right of way permit ROW-032640-2019. The permit is still open as the traffic signal improvements have not yet been completed. Traffic Engineering approval is contingent upon the completion of off-site improvements as required by the City of Mobile in permit ROW-032640-2019. Any improvements within the Service Road right-of-way or the Rangeline Road right-of-way are subject to ALDOT approval and permitting. 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 (2012 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.

### **REMARKS**

The applicant is requesting Planned Unit Development approval to amend a previously approved Planned Unit Development to allow shared access between multiple building sites in a private street subdivision.

The site was most recently before the Commission at its December 3, 2020 meeting when Subdivision and Planned Unit Development requests were approved for Rangeline Crossing, Phase Four. The applicant proposes to develop Lot 2 of the recorded subdivision into an automotive service center with shared access with adjacent Lot 3, which is currently under development as a grocery store. The grocery store site plan was approved as part of the previous PUD, but, as the proposed automotive service center site plan was not then complete, it must now be included as an amendment to the previous PUD, hence the application at hand.

The overall PUD is composed of 14 separate properties, under ownership of eight (8) different entities (as of June 11, 2021). It appears that not every property owner within the PUD has provided written consent for the application. As with previous PUDs for this and other sites, applications to amend a PUD plan require the authorization of all property owners. It also appears that one of the provided notification labels for a property owner is not correct.

Due to the authorization requirement it is recommended that the request be heldover to the July 15<sup>th</sup> meeting to allow the applicant to obtain written consent to amend the PUD from all property owners within the PUD. Documentation of authorization should be provided to Planning & Zoning by July 6<sup>th</sup>.

## **RECOMMENDATION**

**Planned Unit Development:** Staff recommends this application be heldover to the July 15<sup>th</sup> meeting to allow the applicant to obtain written consent to amend the PUD from all property owners within the PUD. Documentation of authorization should be provided to Planning & Zoning by July 6<sup>th</sup>.

***Revised for the July 15<sup>th</sup> meeting:***

*This application was heldover from the June 17<sup>th</sup> meeting to allow the applicant to obtain written consent from all property owners within the PUD to amend the PUD. The applicant submitted further written consents, but not for all current owners of properties within the original PUD. Therefore, staff has determined that the applicant should withdraw the application and re-submit at such time that all current property owners of properties within the PUD submit written consent to be included in the application.*

***Revised for the August 19<sup>th</sup> meeting:***

*This application was heldover from the July 15<sup>th</sup> meeting at the applicant's request, to allow more time to obtain written consent of all property owners within the PUD. Written consent from all property owners within the PUD was subsequently obtained.*

*The site has been given a District Center (DC) land use designation, per the Future Land Use Plan and Map adopted by the Planning Commission. 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 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 midrise 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.*

*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.*

*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. PUD approvals expire within one (1) year if no permits for the development are obtained.*

*In pursuit of these purposes, the objectives to be met by a PUD are as follows: a) to encourage innovative and diversified design in building form and site development; b) flexibility, to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations; c) to encourage the most efficient and sustainable use of land, especially tracts in the inner part of the city that remain undeveloped or that are appropriate for re-development; d) to preserve and protect as urban amenities the natural features and characteristics of land; e) to encourage the provision of common open space through efficient site design; and, f) to encourage optimum use of available public utilities, streets and community facilities.*

*The applicant provided the following narrative:*

*The proposed project is a 4,042 SF Jiffy Lube automobile service center and its associated infrastructure. Access to the site will be via a shared full-access entrance on Rangeline Crossing Drive. The entrance was designed and shall be constructed by the Aldi development, which is located east of the Jiffy Lube property. Offsite improvements include extending the existing sidewalk on Halls Mill Road to the northern lot line.*

*Water, sewer, storm, and dry utilities are proposed to serve the site. Water and sewer are stubbed out to the site from a private water main and private force main in Rangeline Crossing Drive. A grinder pump is proposed on site. Stormwater inlets and piping are proposed to capture runoff from the property. The site will outfall into a stormwater inlet located northeast of the property. The stormwater will then be directed east to a shared stormwater BMP which will handle stormwater quality and quantity requirements for the site. The BMP will be located between Lots and 6 of the Rangeline Crossing PUD. The BMP was designed by Cowles, Murphy, Glover, & Associates and is expected to be completed in July of 2021 prior to the construction of the proposed Jiffy Lube.*

*The previously approved PUD site plan indicated the proposed shared access between the two lots onto an internal driveway, then onto Rangeline Crossing Drive, which is a private street within the over-all Rangeline Crossing commercial development. The subject site is not proposed to have direct access onto either Rangeline Crossing Drive or Halls Mill Road. As on the previous PUD, no other access to the subject site is proposed. The grocery store site also has another driveway onto Rangeline Crossing Drive on its East side, which was also approved via the previous PUD.*

*The site is zoned B-3, Community District, which allows a wide range of commercial and residential uses.*

*The site plan submitted depicts a proposed 4,042 square-foot, single tenant oil-change business with 11 parking spaces on a 1.1± acre site. Parking calculations provided with the site plan seem to indicate compliance with the required number of parking spaces. However, the area of the office space and the number of service area employees is not provided to verify the number of parking spaces required. Therefore, the site plan should be revised to calculate the required parking spaces based upon the area of the office space and the number of service area employees, and additional parking spaces should be provided if the number in the revised calculations is insufficient.*

*The site plan indicates a dumpster with enclosure and sanitary sewer connection. A note should be placed on the site plan stating that the dumpster will be in compliance with the requirements of Section 64-4.D.9. of the Zoning Ordinance. Sidewalks are indicated along both Rangeline Crossing Drive and Halls Mill Road.*

*The site plan submitted appears to indicate compliance with the tree and landscaping requirements of the Zoning Ordinance. It should be noted that perimeter trees are not required along common lot lines within a PUD. As the City is looking closely at the spacing of heritage overstory tree plantings to provide a more favorable growth space, a spacing of at least 40 feet between trees is being considered as per the proposed Right Tree/Right Place concept. Therefore, the applicant should coordinate with staff on the location of heritage trees and the possibility of reducing the number of required trees with contributions to the Mobile Tree Commission for any reduction in required plantings prior to the submittal of any site plans for land disturbance and building permits.*

*Freestanding signage is not depicted on the site plan. The applicant should take tree and landscape requirements into consideration when locating any signage on the site.*

*The 2020 PUD approval required off-site infrastructure improvements. These improvements have begun and must be completed and approved by the City and ALDOT prior to the issuance of temporary or permanent Certificates of Occupancy for the proposed development on this site.*

*As per the Traffic Engineering comments, traffic impact studies have been previously prepared for this overall site based on existing and some proposed developments. Although the most recent study does not include this proposed addition to the site, estimated peak hour trip generation for this site does not warrant as revised or additional study. The Rangeline Crossing*

*PUD includes significant areas reserved for future development. PUD approval is for the development shown on this specific site plan.*

*Additional 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 street (Rangeline Crossing Dr) is estimated to have failing levels of service in the peak hour. As development plans continue to evolve with this site, additional controlled access points to public streets will help distribute the traffic to the street network. The private street of Rangeline Crossing Dr will continue to exhibit failing levels of service if development continues to only be concentrated primarily to this street.*

*The original study is the basis for the offsite improvements that are currently under construction under City of Mobile right of way permit ROW-032640-2019. The permit is still open as the traffic signal improvements have not yet been completed. Traffic Engineering approval is contingent upon the completion of off-site improvements as required by the City of Mobile in permit ROW-032640-2019. Any improvements within the Service Road right-of-way or the Rangeline Road right-of-way are subject to ALDOT approval and permitting. 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. A note should be placed on the site plan stating these comments.*

*The Rangeline Crossing Planned Unit Development includes significant areas for future development. PUD approval is for the development shown on the site plan. Additional future development of the other proposed lots will require new PUD applications.*

*Finally, it should be noted that a Planned Unit Development approval by the Planning Commission expires after one year if no permits are obtained.*

## **RECOMMENDATION**

***Planned Unit Development:*** Staff recommends the following Findings of Fact for Approval:

- a. the proposal promotes the objective of Creative design (to encourage innovative and diversified design in building form and site development), because it allows for the expansion of an existing development;*
- b. the proposal promotes the objective of Flexibility (to permit greater flexibility in the location and arrangement of buildings and uses than is generally possible under district regulations), because an existing development with multiple buildings, shared access and parking will be able to expand onto adjacent property, allow for continued business growth; and*
- c. the proposal promotes the objective of Public services (to encourage optimum use of available public utilities, streets and community facilities), because the expansion will utilize existing public infrastructure which is in the process of upgrading.*

*The approval should be subject to the following conditions:*

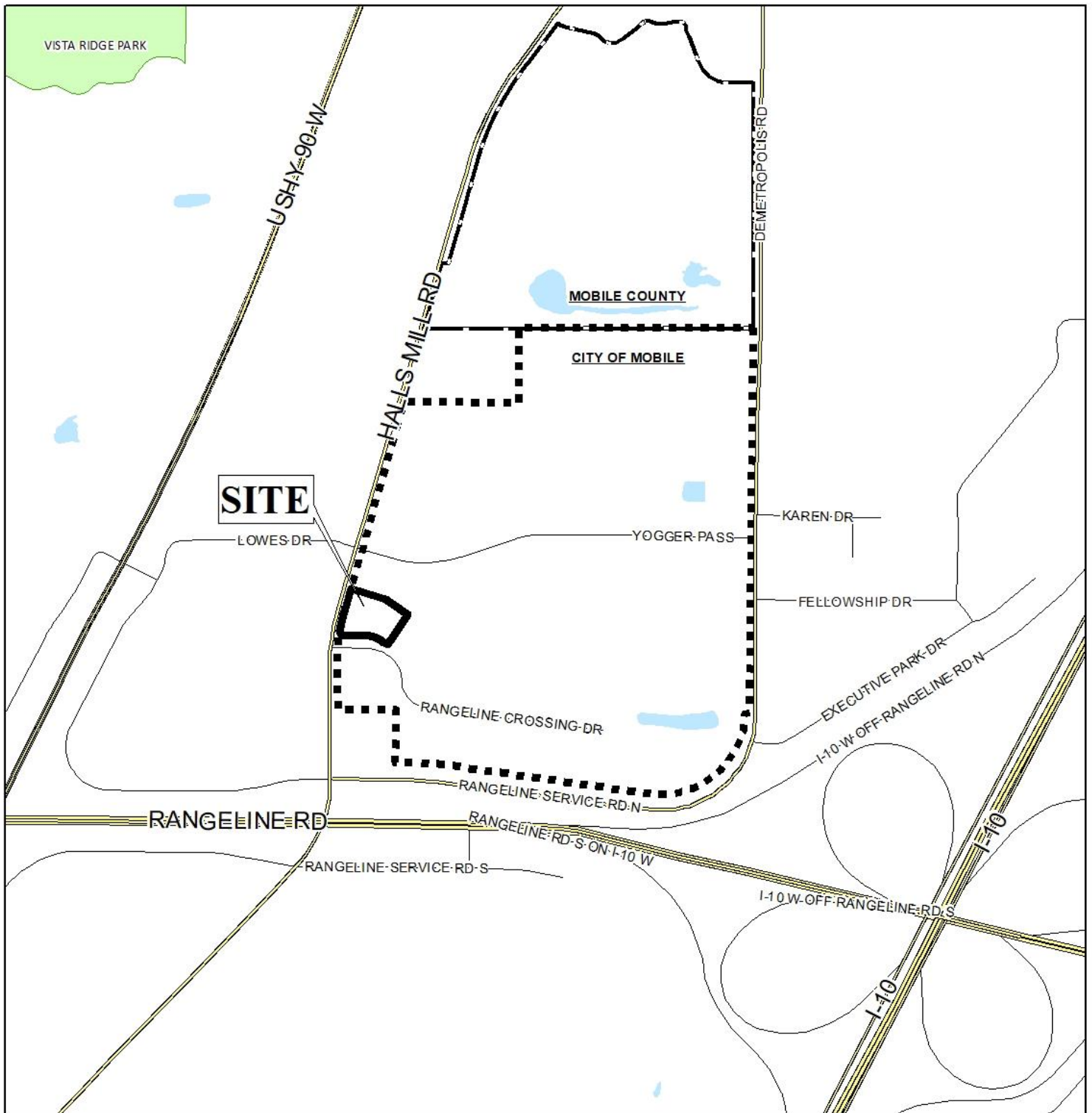
- 1) revision of the site plan to calculate the required parking spaces based upon the area of the office space and the number of service area employees, with the provision of additional parking spaces if the number in the revised calculations is insufficient;*
- 2) coordination with staff on the revision of the site plan for the location of heritage trees and the possibility of reducing the number of required trees with contributions to the Mobile Tree Commission for any reduction in required plantings prior to the submittal of any site plans for land disturbance and building permits;*
- 3) placement of a note on the site plan stating that the dumpster will be in compliance with the requirements of Section 64-4.D.9. of the Zoning Ordinance;*
- 4) completion of the off-site infrastructure improvements as required by the November 5, 2020 PUD approval, and approval by the City and ALDOT prior to the issuance of temporary or permanent Certificates of Occupancy for the proposed development on this site;*
- 5) compliance with 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 Permitting 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 and paving 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 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. 4. Any existing or proposed detention facility shall be maintained as it was constructed and approved. The Land Disturbance Permit application for any proposed construction includes a requirement of a Maintenance and Inspection Plan (signed and notarized by the Owner) for the detention facility. This Plan shall run with the land and be recorded in the County Probate Office prior to the Engineering Department issuing their approval for a Final Certificate of Occupancy. 5. 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. The Owner/Developer is responsible for acquiring all of the necessary permits and approvals. 6. The proposed development must comply with all Engineering Department design requirements and Policy Letters.);*
- 6) placement of a note on the site plan stating the Traffic Engineering comments: (Traffic impact studies have been previously prepared for this overall site based on existing and some proposed developments. Although the most recent study does not include this proposed addition to the site, estimated peak hour trip generation for this site does not warrant as revised or additional study. The Rangeline Crossing PUD includes significant*



areas reserved for future development. PUD approval is for the development shown on this specific site plan. Additional 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 street (Rangeline Crossing Dr) is estimated to have failing levels of service in the peak hour. As development plans continue to evolve with this site, additional controlled access points to public streets will help distribute the traffic to the street network. The private street of Rangeline Crossing Dr will continue to exhibit failing levels of service if development continues to only be concentrated primarily to this street. The original study is the basis for the offsite improvements that are currently under construction under City of Mobile right of way permit ROW-032640-2019. The permit is still open as the traffic signal improvements have not yet been completed. Traffic Engineering approval is contingent upon the completion of off-site improvements as required by the City of Mobile in permit ROW-032640-2019. Any improvements within the Service Road right-of-way or the Rangeline Road right-of-way are subject to ALDOT approval and permitting. 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.);

- 7) compliance with 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 [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 the Fire Department comments: (All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 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) provision of a revised PUD site plan prior to any submittals for construction of the proposed development.

# LOCATOR MAP



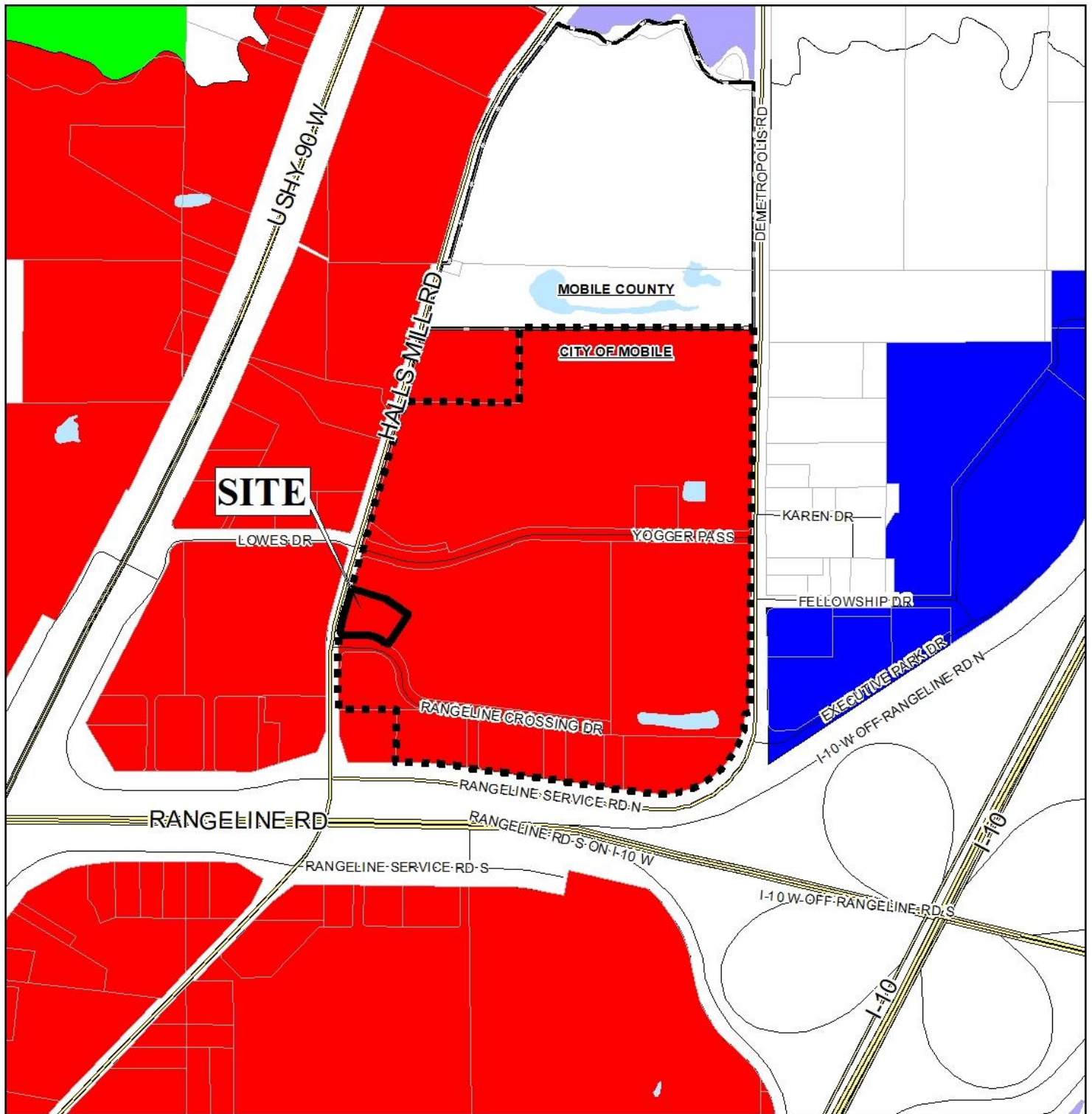
APPLICATION NUMBER 1 DATE August 19, 2021

APPLICANT Kimley-Horn and Associates

REQUEST Planned Unit Development



# LOCATOR ZONING MAP



APPLICATION NUMBER 1 DATE August 19, 2021

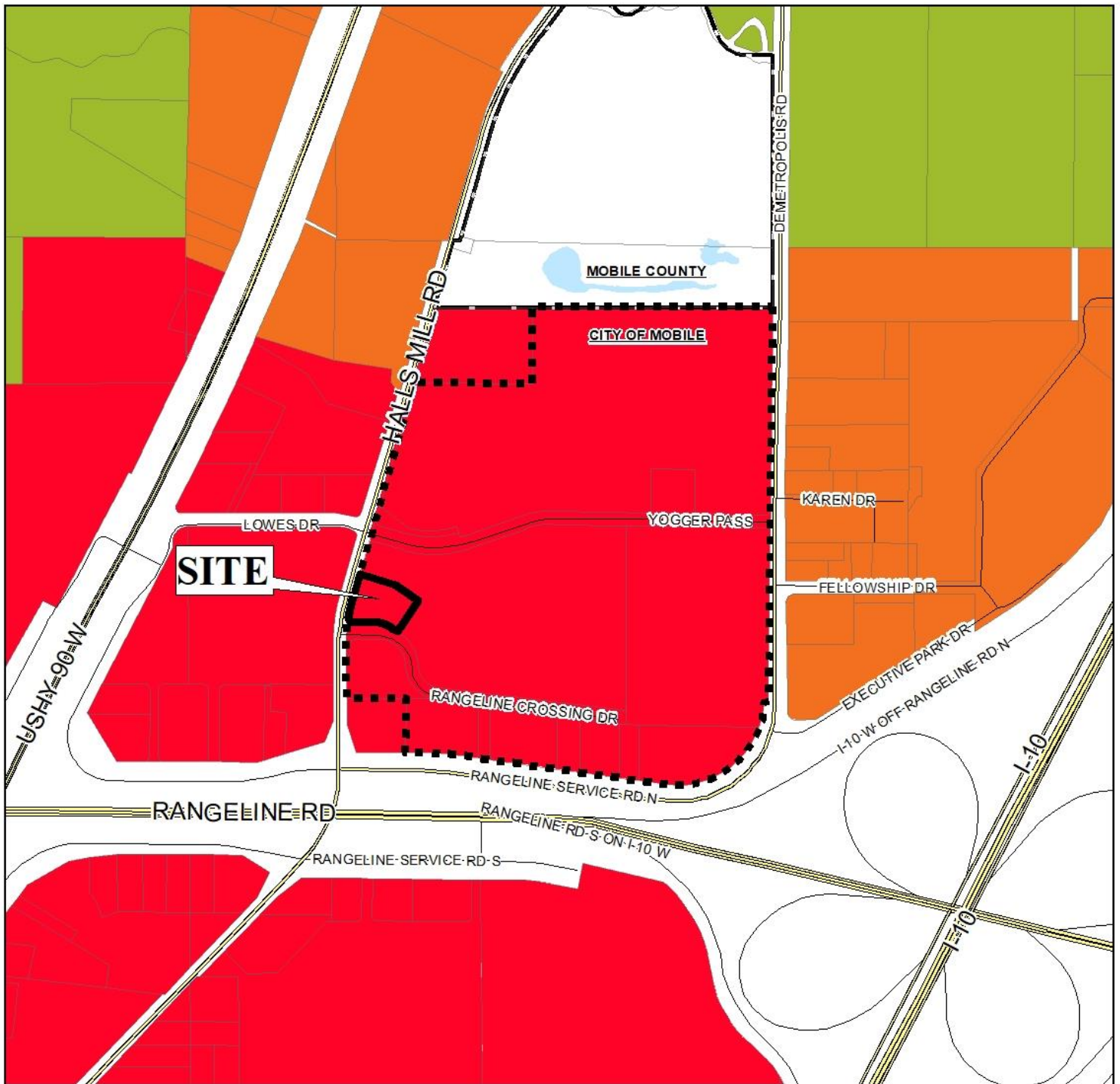
APPLICANT Kimley-Horn and Associates

REQUEST Planned Unit Development





# FLUM LOCATOR MAP



APPLICATION NUMBER 1 DATE August 19, 2021

APPLICANT Kimley-Horn and Associates

REQUEST Planned Unit Development

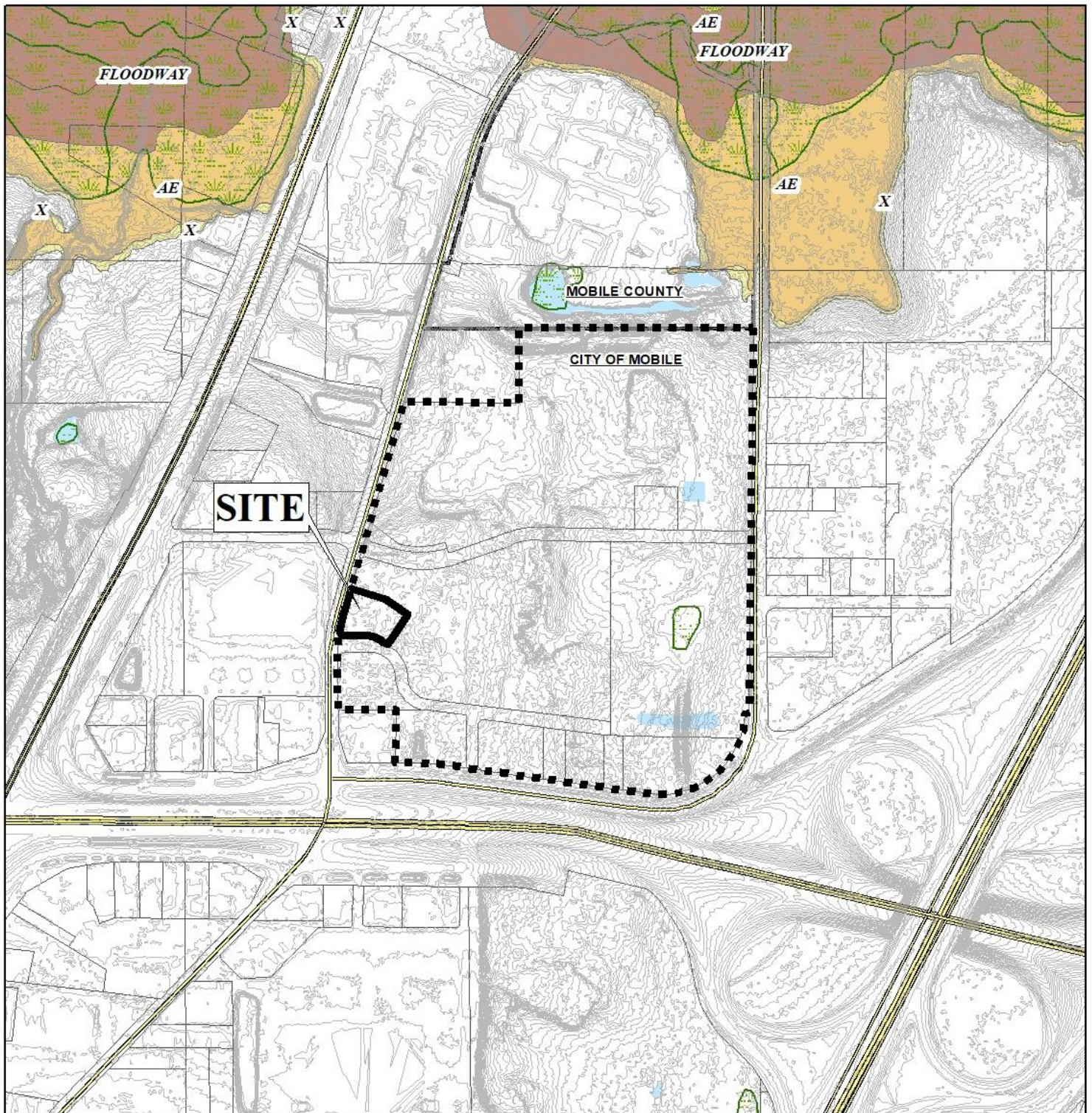
Low Density Residential	Neighborhood Center - Traditional	Downtown Waterfront	Parks & Open Space
Mixed Density Residential	Neighborhood Center - Suburban	Light Industry	Water Dependent
Downtown	Traditional Corridor	Heavy Industry	
District Center	Mixed Commercial Corridor	Institutional	



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# ENVIRONMENTAL LOCATOR MAP



APPLICATION NUMBER 1 DATE August 19, 2021

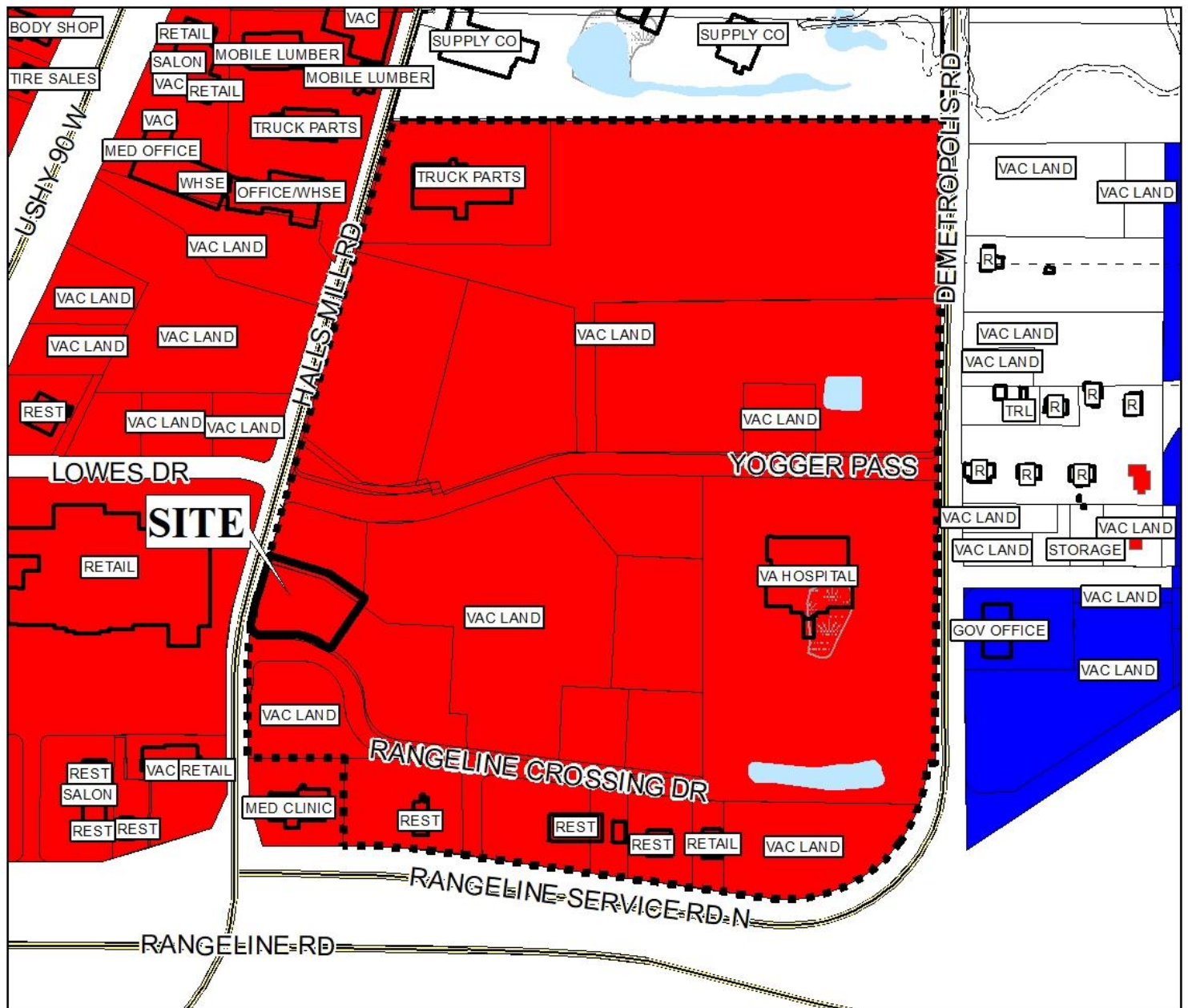
APPLICANT Kimley-Horn and Associates

REQUEST Planned Unit Development





# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial units, vacant land, medical offices and a hospital.

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APPLICANT Kimley-Horn and Associates

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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



The site is surrounded by commercial units, vacant land, medical offices and a hospital.

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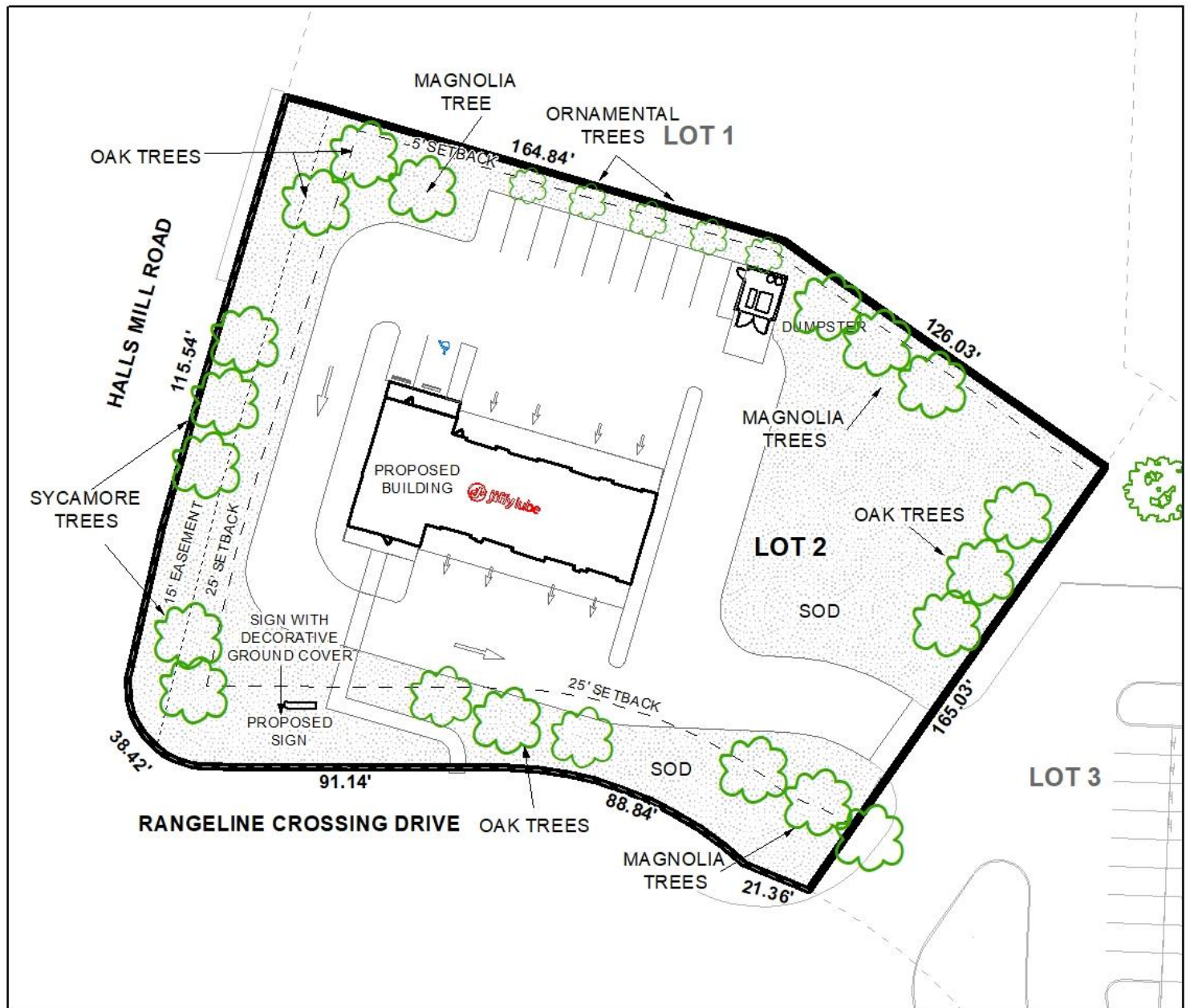
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# SITE PLAN



The site plan illustrates existing easements and setbacks, as well as proposed building, landscaping and sign.

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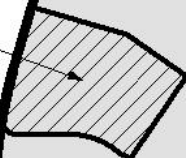
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# DETAIL SITE PLAN

SUBJECT SITE

PREVIOUSLY APPROVED  
PLANNED UNIT DEVELOPMENT



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