



Agenda Item #: 9

SUB-002696-2023 & MOD-002743-2023

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

[Applicant Materials for Consideration – Subdivision](#)

[Applicant Materials for Consideration – Planned Unit Development Modification](#)

DETAILS

Location:

5041 Rangeline Crossing Drive

Subdivision Name:

Rangeline Crossing Subdivision, Phase Four,
Resubdivision of Lots 6-11

Applicant / Agent:

Kari Givens, Byrd Surveying, Inc. & Daniel Lamay
(Melissa Hadley, Goodwyn Mills Cawood, Agent)

Property Owner:

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:

- Phase 1: Within 12 months of approval
- Phase 2: Within 24 months of approval
- Phase 3: within 33 months of approval

Proposal:

- Subdivision approval to create three (3) legal lots of record
- Modification of a previously approved Planned Unit Development

Considerations:

1. Subdivision proposal with eleven (11) conditions; and,
2. Modification of a previously approved Planned Unit Development with fourteen (14) conditions.


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PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



The site is surrounded by commercial and residential units.

APPLICATION NUMBER <u>9</u> DATE <u>December 21, 2023</u>	
APPLICANT <u>Rangeline Crossing Subdivision, Phase Four, Resubdivision of Lots 6-11</u>	
REQUEST <u>Subdivision, PUD Modification</u>	

SITE HISTORY

Since being annexed into the City of Mobile in 2008, the site was rezoned by the City Council from R-1, Single-Family Residential District to B-3, Community Business District.

The site has been before the Planning Commission several times for various Subdivisions and Planned Unit Developments since annexation. Most recently, the subject site was before the Planning Commission at its August 4, 2022 meeting to create a two (2) lot Subdivision from six (6) lots and two (2) common areas, as well as a Planned Unit Development to allow the construction of a new multi-family residential development with multiple structures on a single building site.

In August 2023, a Minor Modification of the Previously Approved Planned Unit Development was approved by staff to alter the number of construction phases from two (2) to four (4) phases. The Subdivision was also granted a one (1) year extension by the Planning Commission at its September 21, 2023 meeting, and has not been recorded in Probate Court.

STAFF COMMENTS

Engineering Comments:

Subdivision

FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review):

- 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. Review and revise the written legal description to include a reference to Yogger Pass (Private ROW).
- C. Revise NOTE #1 to read: "As shown on the 1984 aerial photo (FLIGHT 21 - #88) LOTS 1, 2, and 3 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 1 – NONE, LOT 2 – NONE, and LOT 3 - NONE."
- D. Revise NOTE #5 – change "ALL PROPOSED..." to "ALL EXISTING AND PROPOSED..."
- E. 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 prior to obtaining any signatures. No signatures are required on the drawing.

Planned Unit Development Modification (MOD-002743-2023)

Retain NOTES #1 - #6, as shown on the PUD SITE PLAN, SHEET C-100.

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

development's 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. 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:

Subdivision

The purpose of the subdivision request is to amend the previously approved and unrecorded Subdivision from 2022 so that the six (6) lots, two (2) common areas, and private street will now form three (3) legal lots of record and a private, internal access road, rather than the previously approved two (2) lots and private street.

The proposed lots exceed the minimum required size in the Subdivision Regulations, and if approved, the lot sizes should be retained in both square feet and acres on the Final Plat.

The proposed lots have frontage on Halls Mill Road, Demetropolis Road and Rangeline Crossing Drive (private street). Both streets have compliant rights-of-way, making no dedications necessary.

The preliminary plat depicts a 25-foot minimum building setback along all street frontages, with the exception of Demetropolis Road, which has a 40-foot setback, which should be retained on the Final Plat, if approved.

A 15-foot utility easement along Demetropolis Road is depicted on the preliminary plat, which should be retained on the Final Plat, if approved. Also, a note should be placed on the Final Plat stating that no structures are allowed in any easement without the permission of the easement holder.

Planned Unit Development Modifications

The most recently approved PUD allowed for multiple buildings on a single building site, and shared access and parking between multiple building sites with a private street. The applicant had a Minor Modification of the Previously Approved Planned Unit Development approved by staff in August 2023 to allow phased construction. However, the applicant now wishes to amend those approvals so that there are a total of three (3) construction phases proposed, each of which will correspond with a single lot of the proposed Subdivision.

Overall, the proposed layout and design of the multi-family development will be the same as previously approved by the Planning Commission, including the overall number of buildings and dwelling units (835). The primary changes in the development's configuration are that the proposed driveway connecting to Rangeline Crossing Drive has been shifted to the West, closer to the existing Aldi Grocery, and what was previously shown as a private street, Yogger Pass, will now simply be an internal access drive.

It should be noted that Traffic Engineering comments will require a change to the site plan in how Rangeline Crossing Drive is accessed. The applicant should coordinate with Traffic Engineering to insure the proposed site plan will comply prior to being recorded in Probate Court.

Because the proposed multi-family development was originally reviewed and approved by the Planning Commission prior to the adoption of the Unified Development Code (UDC), the project shall be developed in compliance with the previous Zoning Ordinance, to include tree planting, landscape area, and parking requirements among others.

The proposed site plan depicts a total of three (3) freestanding signs for the development. The applicant made the same request as part of the previous Planned Unit Development application, and the Planning Commission approval limited the development to two (2) signs, as allowed by right by the Zoning Ordinance. The applicant states they wish to have a sign at each entry to the development. As no additional justification was provided for the additional sign, the development should be limited to two (2) signs, as previously stipulated.

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 Subdivision request, the following conditions could apply:

1. Retention of the existing right-of-way information on the Final Plat;

2. Retention of the lot size labels in both square feet and acres, or provision of a table on the Final Plat with the same information, adjusted for dedication;
3. Depiction of the 25' minimum building setback along Halls Mill Road and Rangeline Crossing Drive;
4. Retention of the 40' minimum building setback line along Demetropolis Road;
5. Provision of a note on the Final Plat stating no structures shall be constructed in any easement without permission from the easement holder;
6. Compliance with all Engineering comments noted in this staff report;
7. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
8. Compliance with all Urban Forestry comments noted in this staff report;
9. Compliance with all Fire Department comments noted in this staff report; and,
10. Completion of the Subdivision process prior to issuance of any building permits.

PLANNED UNIT DEVELOPMENT MODIFICATION CONSIDERATIONS

Standards of Review:

The Unified Development Code (UDC) in Section 64-5-8-B.(5) states the following concerning a major modification to an existing Planned Unit Development:

Approval Criteria. The Planning Commission shall not recommend a major modification for approval, and the City Council shall not approve the modification, unless the proposed modification:

1. Is consistent with all applicable requirements of this Chapter;
2. Is compatible with the character of the surrounding neighborhood;
3. Will not impede the orderly development and improvement of surrounding property;
4. Will not adversely affect the health, safety or welfare of persons living or working in the surrounding neighborhood, or be more injurious to property or improvements in the neighborhood:
 - a. In making this determination, the Planning Commission and City Council shall consider the location, type and height of buildings or structures, the type and extent of landscaping and screening, lighting, hours of operation or any other conditions that mitigate the impacts of the proposed development; and
 - b. Includes adequate public facilities and utilities;
5. Is subject to adequate design standards to provide ingress and egress that minimize traffic hazards and traffic congestion on the public roads;
6. Is not noxious or offensive by reason of emissions, vibration, noise, odor, dust, smoke or gas; and
7. Shall not be detrimental or endanger the public health, safety or general welfare.
8. Benefits Consideration. In addition, consideration should also be given to the City's and the larger community's best interests and the need, benefit, or public purpose of the proposed request.

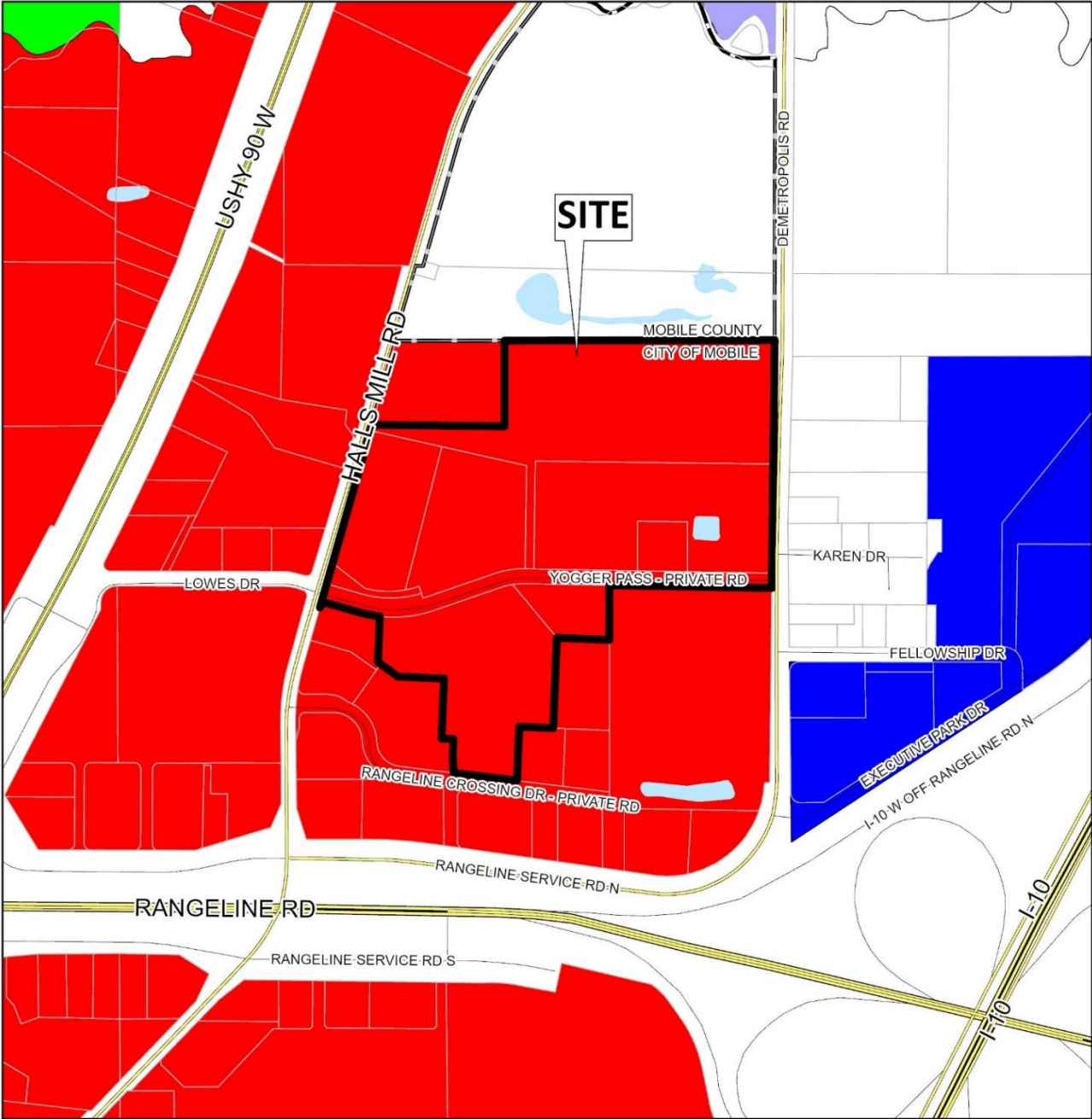
Considerations:

If the Planning Commission considers a recommendation of approval of the major modification, the following conditions should apply:

1. Depiction of the 25' minimum building setback along Halls Mill Road and Rangeline Crossing Drive;
2. Retention of the 40' minimum building setback line along Demetropolis Road;
3. Placement of a note stating that no structures are allowed in any easements without the permission of the easement holder;

4. Retention of the note on the site plan to depict that all trash compactors will be connected to sanitary sewer and have a compliant enclosure;
5. Coordination with staff to insure tree plantings are spaced appropriately;
6. Provision of a compliant photometric site plan at the time of permitting;
7. Site is limited to two (2) freestanding signs;
8. Provision of a note on the site plan stating future development or redevelopment of the property may require approval by the Planning Commission and City Council;
9. Submittal to and approval by Planning and Zoning of the Major Modification of the Planned Unit Development site plan prior to recording in Probate Court, and the provision of a copy of the recorded site plan (hard copy and .pdf) to Planning and Zoning;
10. Compliance with all Engineering comments noted in this staff report;
11. Placement of a note on the Final Plat stating all Traffic Engineering comments noted in this staff report;
12. Compliance with all Urban Forestry comments noted in this staff report;
13. Compliance with all Fire Department comments noted in this staff report; and,
14. Full compliance with all municipal codes and ordinances.

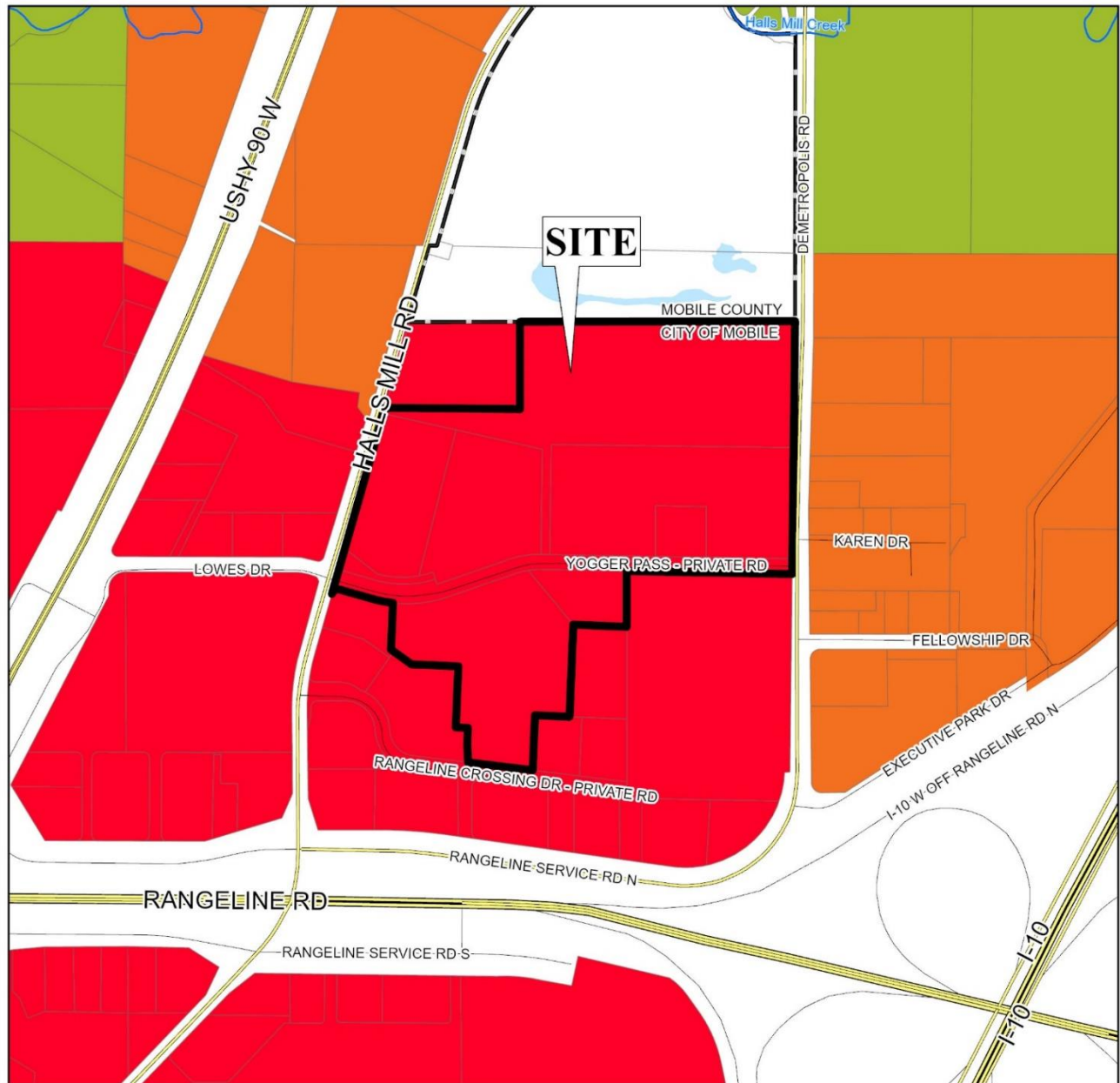
LOCATOR ZONING MAP



APPLICATION NUMBER <u>9</u>	DATE <u>December 21, 2023</u>
APPLICANT <u>Rangeline Crossing Subdivision, Phase Four, Resubdivision of Lots 6-11</u>	
REQUEST <u>Subdivision, PUD Modification</u>	



FLUM LOCATOR MAP



APPLICATION NUMBER 9 DATE December 21, 2023

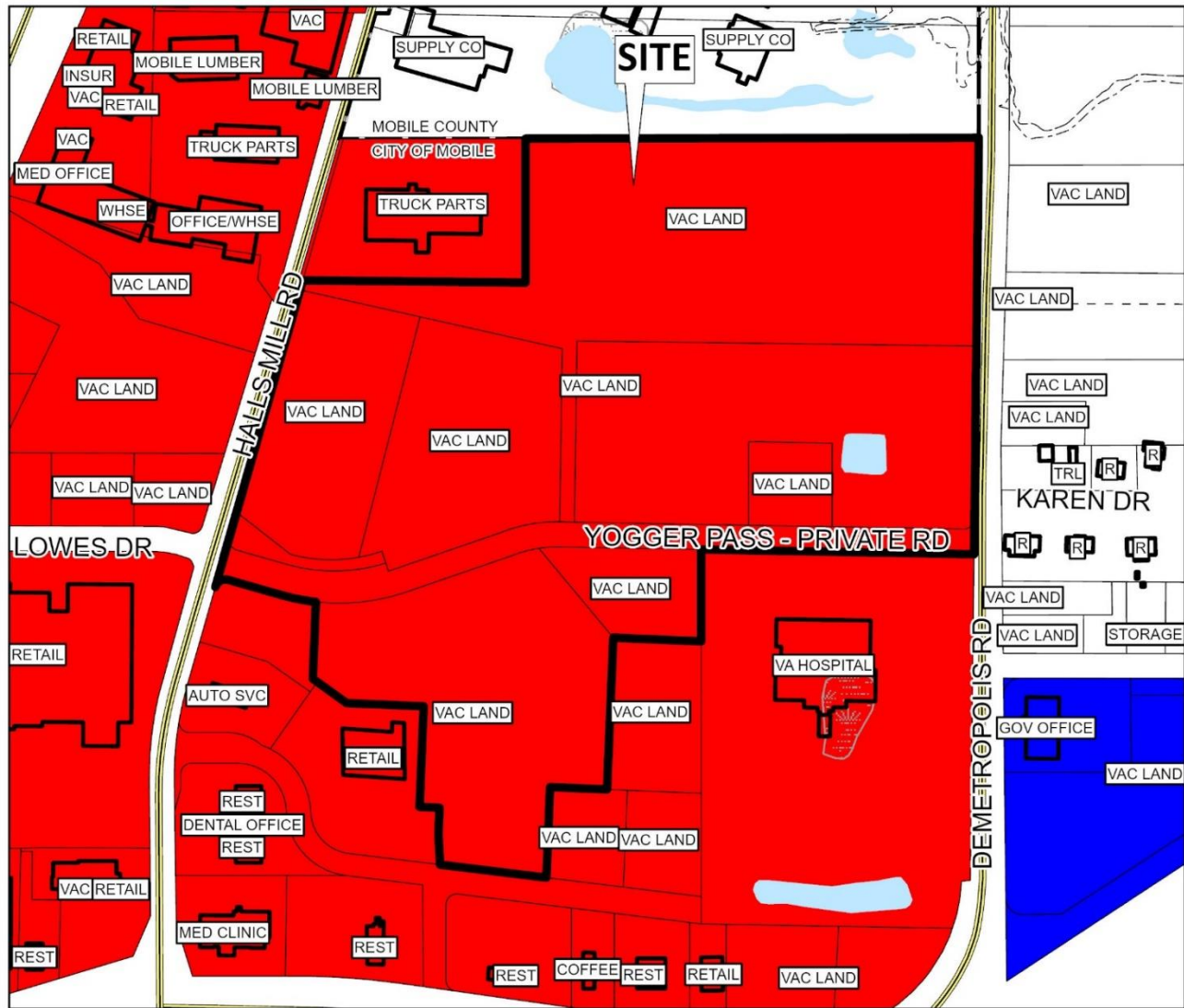
APPLICANT Rangeline Crossing Subdivision, Phase Four, Resubdivision of Lots 6-11

REQUEST Subdivision, PUD Modification


- | | | | |
|---|--|--|--|
| ■ 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 | |



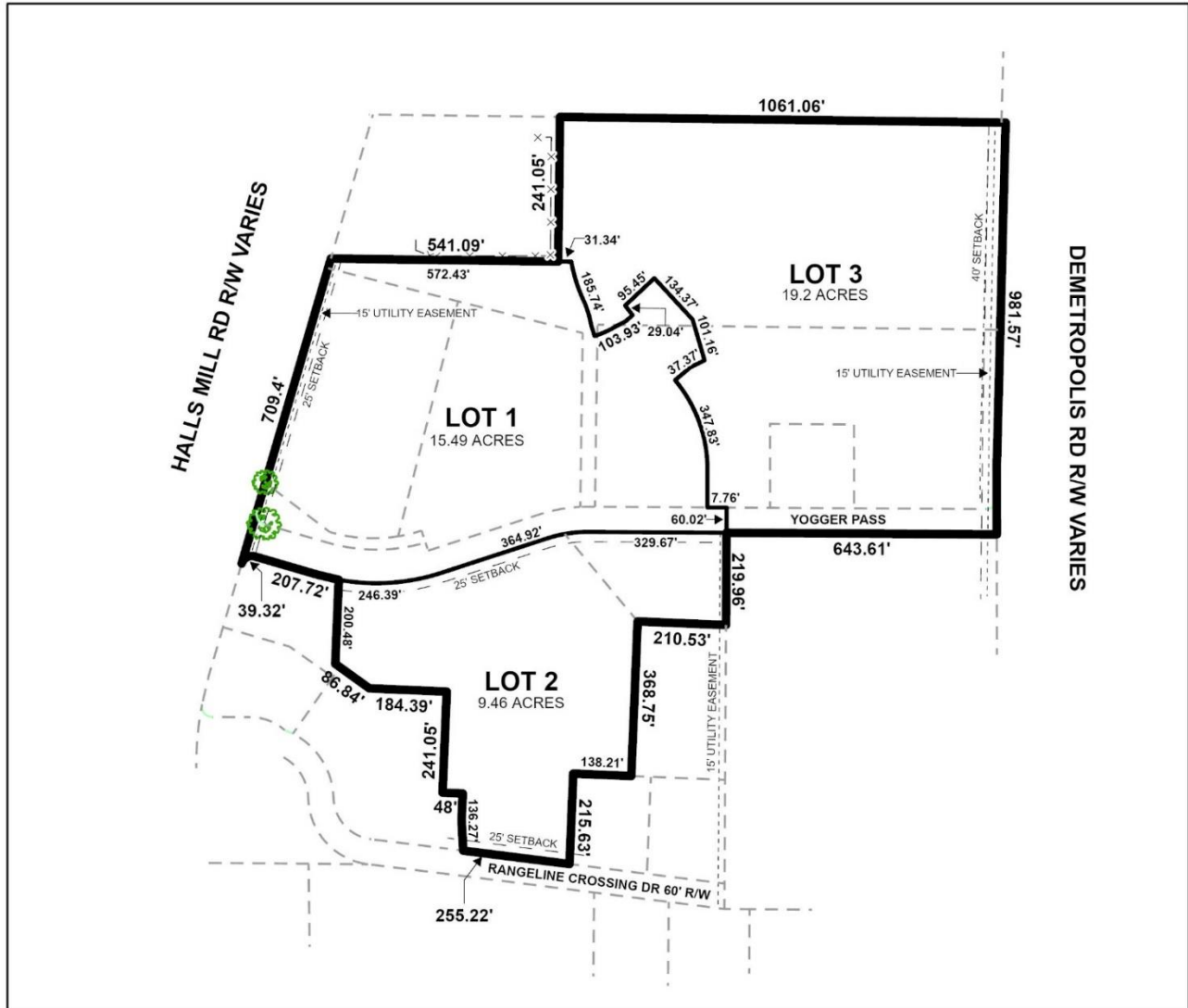
PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial and residential units.

APPLICATION NUMBER <u>9</u> DATE <u>December 21, 2023</u>		 NTS																														
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<table style="width: 100%; font-size: small;"> <tr> <td> R-A</td> <td> R-3</td> <td> B-1</td> <td> B-2</td> <td> B-5</td> <td> ML</td> <td> I-2</td> <td> OPEN</td> <td> T-3</td> <td> T-5.2</td> </tr> <tr> <td> R-1</td> <td> R-B</td> <td> T-B</td> <td> B-3</td> <td> CW</td> <td> MH</td> <td> PD</td> <td> SD</td> <td> T-4</td> <td> T-6</td> </tr> <tr> <td> R-2</td> <td> H-B</td> <td> LB-2</td> <td> B-4</td> <td> MM</td> <td> I-1</td> <td> MUN</td> <td> SD-WH</td> <td> T-5.1</td> <td></td> </tr> </table>			 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	
 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																								

SITE PLAN



The site plan illustrates the existing setbacks, and proposed lots.

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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.