

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: February 16, 2017****DEVELOPMENT NAME**

Rangeline Crossing Subdivision

SUBDIVISION NAME

Rangeline Crossing Subdivision

LOCATION

5289 Halls Mill Road
(North side of Rangeline Service Road, 280'± East of Halls Mill Road, extending to the West side of Demetropolis Road)

**CITY COUNCIL
DISTRICT**

District 4

AREA OF PROPERTY

3 Lots / 82.7 ± acres

CONTEMPLATED USE

Planned Unit Development Approval to allow shared ingress and egress via a public right-of-way, and Subdivision approval to create 3 lots.

**TIME SCHEDULE
FOR DEVELOPMENT**

Not provided.

**ENGINEERING
COMMENTS****Subdivision**

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 information about the intended use of Common Area #1, Common Area #2, and the area labeled "COMMON AREA/DETENTION". Submit a copy of the proposed Subdivision Restrictive Covenants or documents related to the ownership and maintenance of the various common areas.
- C. Review and revise the written legal description to include the referenced recording information.
- D. Add the public street names and ROW along both sides of Demetropolis Rd. and Halls Mill Rd.
- E. Provide information about "YOGGER PASS" as to whether it is a proposed easement, right-of-way, or other. Additional comments may be generated depending on the additional information.

- F. Provide information about “RANGELINE CROSSING DRIVE” as to whether it is a proposed easement, right-of-way, or other. Additional comments may be generated depending on the additional information.
- G. Dedicate the corner radius (25’ minimum or as approved by the City Engineer and Traffic Engineer) along Halls Mill Rd at the southwest corner of LOT 1B, the southeast corner of YOGGER PASS, and the southwest corner of the proposed Rangeline Crossing Dr. where it is proposed to connect to Rangeline Road service road. Depending on the additional information that was requested in item F above additional areas may require additional revisions.
- H. Provide the Surveyor’s, Owner’s (notarized), Planning Commission, and Traffic Engineering signatures.
- I. Any proposed private road should be constructed in accordance with current Engineering Department policy letters and design criteria. This would allow the potential for future acceptance of the roadway (and dedicated ROW) by the City.
- J. Add a note to the SUBDIVISION PLAT stating 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.
- K. Add a note to the Plat stating 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.
- L. 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.
- M. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- N. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL and one (1) copy of the revised Final Plat to the Engineering Department.

Planned Unit Development

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 ALDOT and the City of Mobile Engineering 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, paving, and all above ground structures, 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. 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.
5. The proposed development must comply with all Engineering Department design requirements and Policy Letters.

TRAFFIC ENGINEERING

COMMENTS

The site will be subject to a traffic impact study, as determined by the City Traffic Engineering Director, at the time development density is presented to the City. Even though this project is not identified specifically by phasing, after the initial traffic impact study is required, each additional phase of development will be required to provide an update to the study as development plans are presented and as determined by the City Traffic Engineering Director. Traffic Engineering will not approve site disturbance plans until any required impact study is complete and any recommendation for offsite improvements are incorporated into a coinciding right-of-way permit. Rangeline Road Service Road is an ALDOT maintained roadway. Each lot is limited to two curb cuts per street frontage, with size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering and conform to AASHTO standards. Common Area curb cut access will be approved on an as-needed basis based on future PUD plan submittals. 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 (State Act 2015-116 and City Code Chapters 57 and 64).

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)

REMARKS

The applicant is seeking Planned Unit Development Approval to allow shared ingress and egress via a public right-of-way, and Subdivision approval to create 3 lots. The site is located in Council District 4, and according to the applicant is served by public water and sanitary sewer.

Since the initial application was submitted, a revised plat was submitted showing that one of the proposed two roads that will be built as part of the development will be private.

The site has been before the Planning Commission for Subdivision review numerous times since its first appearance in 2008. Most recently the Commission approved a two lot subdivision at its January 5, 2017 meeting.

This is the second Planned Unit Development request for this site, with the prior request being approved by the Planning Commission at its October 20, 2016 meeting. The October 2016 PUD approval set the precedent for the entirety of the site being subject to a PUD, however, the application at hand does not include all of the property that is part of the originally approved PUD - yet subject to PUD review and conditions.

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 any changes to the site plan / Subdivision plat will require approval by the Planning Commission.

Please note that a Planned Unit Development approval by the Planning Commission expires after one year if no permits are obtained.

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.

The site is zoned B-3, Community District, which allows a wide range of commercial and residential uses. No uses are proposed as part of the Planned Unit Development application.

The site is undeveloped, and no plans for construction have been submitted for review for any of the recorded lots. It should also be noted that the two lot subdivision request approved by the Planning Commission at its January 5, 2017 meeting has not been completed (signed by city staff or recorded in Mobile County Probate Court), thus the application is subdividing land that has yet to be recorded as legal lots.

The development of the site includes the construction of a public street (Yogger Pass) that will run from Halls Mill Road to Demetropolis Road. A private street (Rangeline Crossing Drive) is also proposed, however its points of access will be to Halls Mill Road and the Rangeline Road Service Road. The proposed public street will separate proposed 31.9 ± acre Lot 1A from proposed 19.7 ± acre Lot 1B. The proposed private street will separate Lot 1B from proposed 6.5 ± acre Lot 1C.

A 1 ± acre common area is proposed along the "to be built" public street, and will be surround on three sides by proposed Lot 1A, while another 0.4 ± acre common area is proposed on the West side of the development, where the proposed street intersects Halls Mill Road.

As no proposed development is depicted on the PUD site plan, staff cannot fully evaluate the need for curb-cuts to the abutting and the "to be constructed" public and private streets. Therefore, curb-cut limitations should be based upon the Traffic Engineering comments noted at the beginning of the report.

It should also be pointed out that the proposed private street, on the revised plat, dead-ends as a stub at the boundary of an abutting (yet to be recorded) lot, which was subject to the previously approved Planned Unit Development. The (yet to be recorded) lot is not included in the current PUD application, thus either access to the private street should be prohibited through the removal of the stub, or the abutting (yet to be recorded) lot should be included as part of the PUD application at hand. Another lot that is subject to the previously approved PUD, and which abuts the private street, is not included in the PUD at hand, thus the PUD should be revised to additionally include that property.

All three proposed lots meet the minimum size, width and depth requirements of the Subdivision Regulations. Minimum building setback lines are depicted along all public and private streets abutting and within the development.

Multiple easements, including ingress/egress easements and drainage and utility easements are also depicted on the preliminary plat. Structures should be prohibited from placement in the easement, unless the structure is specifically associated with the purpose of the easement, and a note stating such should be placed on the final plat, if approved.

Finally, while the revised Subdivision plat depicts the private street terminated as a stub into an abutting property, the PUD site plan shows a cul-de-sac configuration with a stub into the abutting property. The plat and the site plan should depict the same configuration, as the private street right-of-way should match on both submittals.

Due to the lack of information submitted with the Planned Unit Development application, staff cannot apply the criteria for PUD 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." Because of this, and the fact that two abutting properties that are subject to the overall PUD approval are not included with the application at hand, the requests should be heldover so that additional information can be provided.

RECOMMENDATION

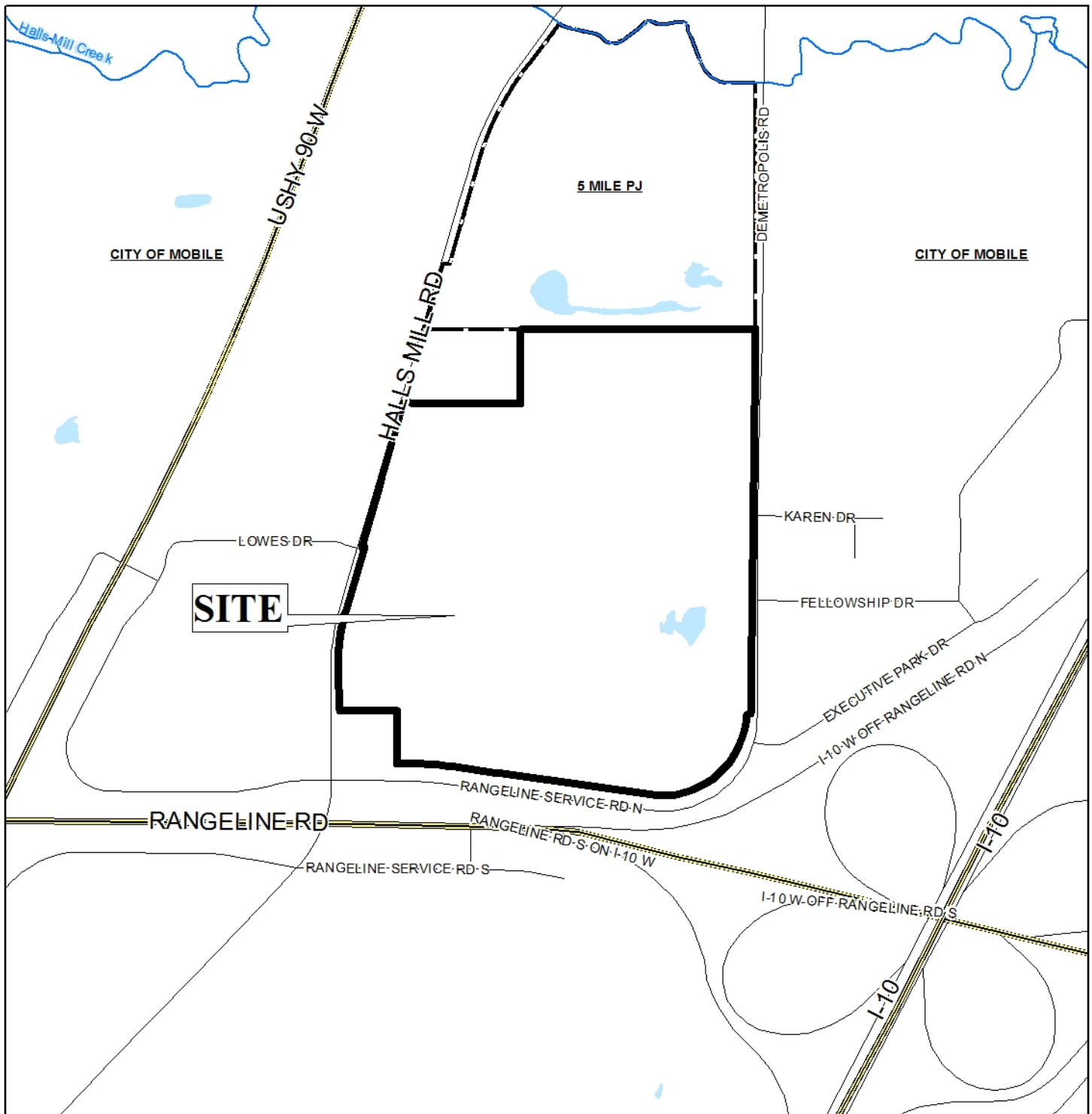
Subdivision: Based upon the preceding, this application is recommended for Holdover until the March 23rd meeting so that the applicant can submit additional information for the PUD application, and so that the following can occur - with any revisions to be submitted to the Planning & Zoning Department by March 6th:

- 1) Revision of the plat to reflect the correct anticipated terminus of the private street into the property on the East side of the PUD.

Planned Unit Development: Based upon the preceding, this application is recommended for Holdover until the March 23rd meeting so that the applicant can provide the following information - with any revisions to be submitted to the Planning & Zoning Department by March 6th:

- 1) Inclusion of all abutting properties that were part of the October 20, 2016 approved Planned Unit Development;
- 2) Revision of the site plan and provision of a narrative to provide preliminary information regarding the anticipated scope of development for each lot, to include an estimate of the square feet of building, the general type of development, the anticipated curb-cut locations and numbers, and the anticipated phasing of development; and
- 3) Revision of the site plan to reflect the correct anticipated terminus of the private street into the property on the East side of the PUD.

LOCATOR MAP



APPLICATION NUMBER 12 DATE February 16, 2017

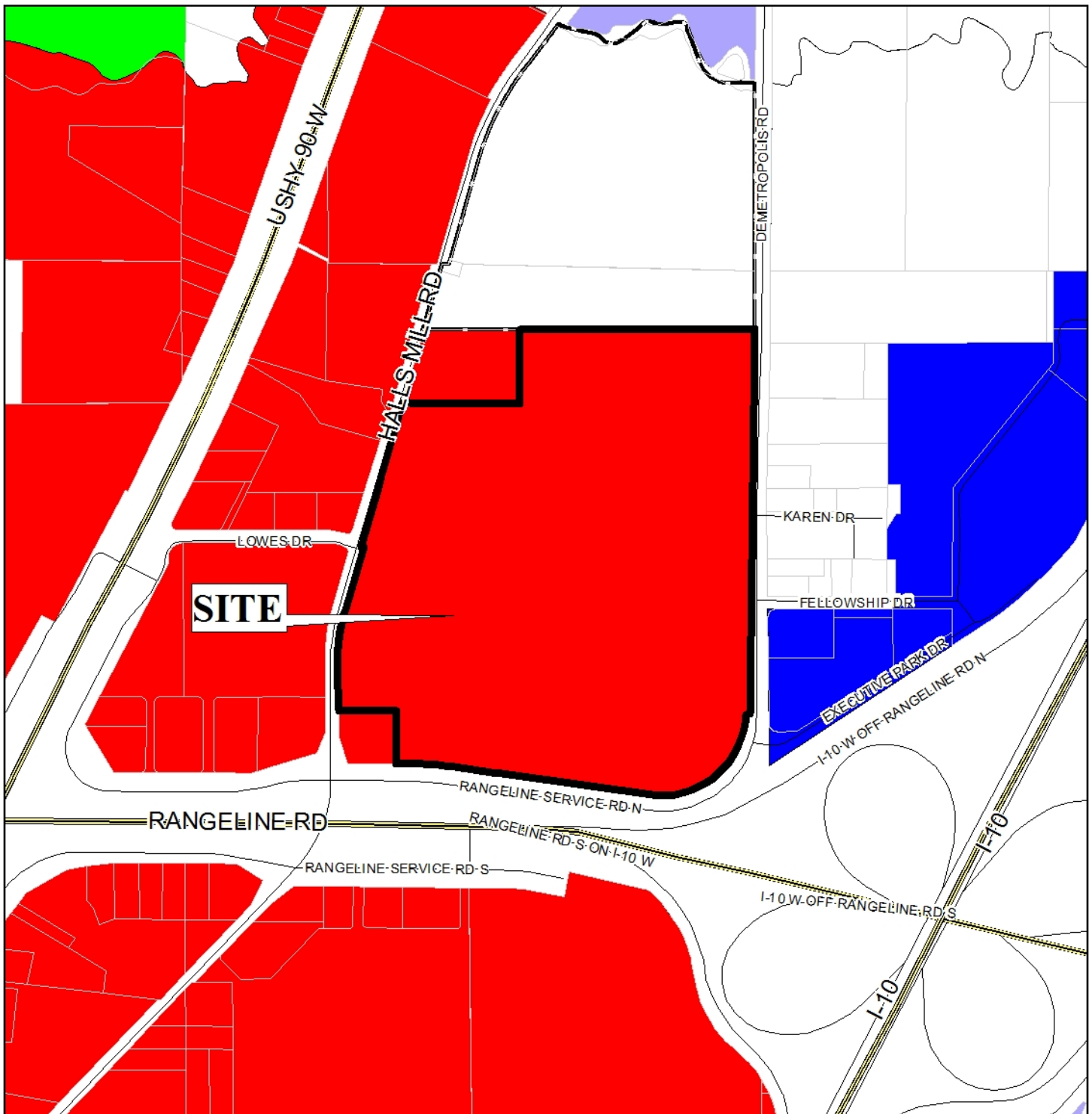
APPLICANT Rangeline Crossing Subdivision

REQUEST Subdivision, Planned Unit Development



NTS

LOCATOR ZONING MAP



APPLICATION NUMBER 12 DATE February 16, 2017

APPLICANT Rangeline Crossing Subdivision

REQUEST Subdivision, Planned Unit Development



NTS

US HWY 90 W

LOWES DR

RANGELINE RD

RANGELINE SERVICE RD N

DEMETROPOLIS RD

GAY AVE

SITE

VAC LAND

TRUCK PARTS

MOBILE LUMBER

CHURCH

KARATE

MED OFFICE

WHSE

OFFICE/WHSE

RETAIL

REST

SALON

MED CLINIC

GOV OFFICE

STORAGE

PARK

The site is surrounded by commercial units. Residential units lie east of the site.

APPLICATION NUMBER 12 DATE February 16, 2017

APPLICANT Rangeline Crossing Subdivision

REQUEST _____ Subdivision, Planned Unit Development

	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

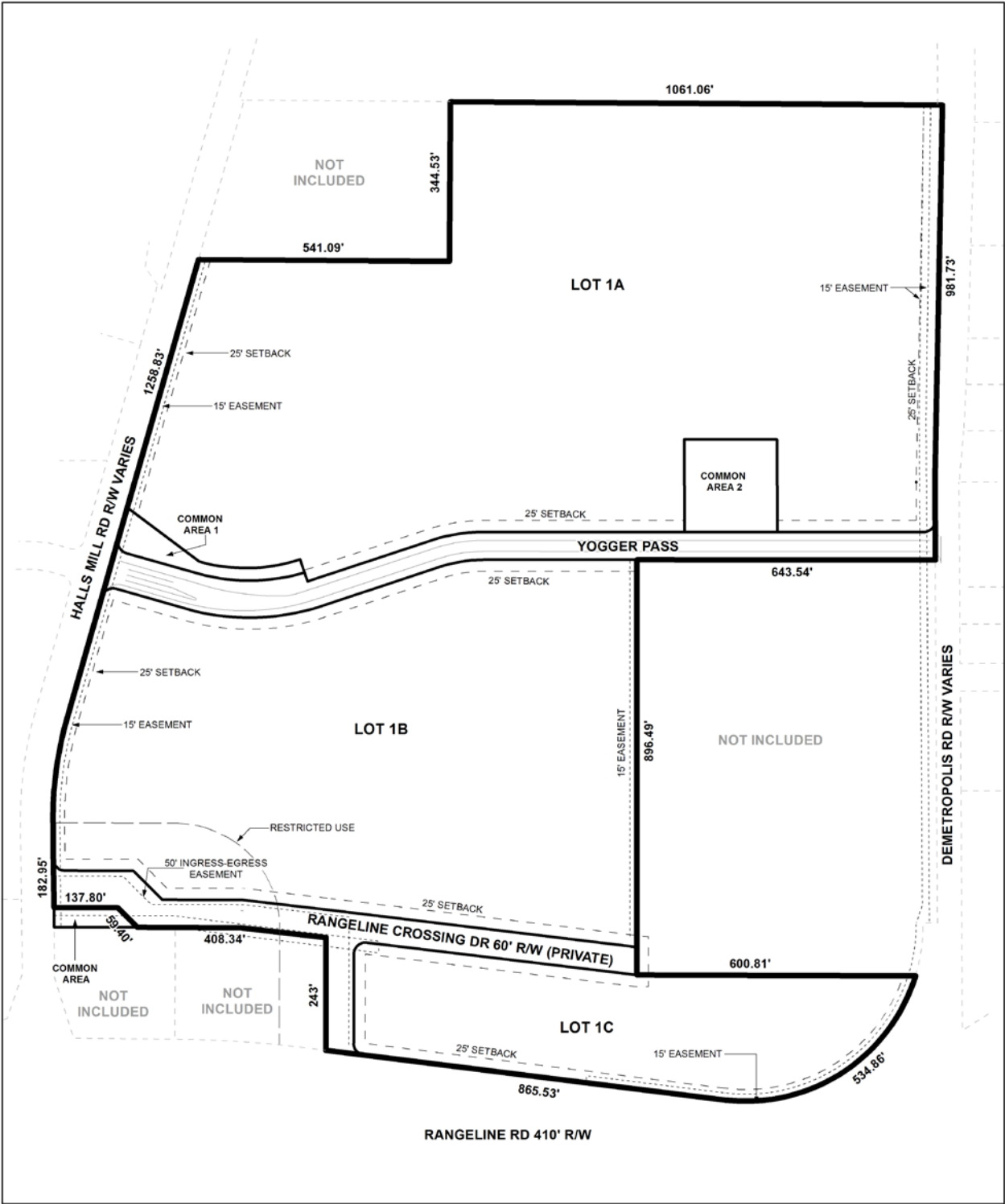


The site is surrounded by commercial units. Residential units lie east of the site.

APPLICATION NUMBER 12 DATE February 16, 2017
 APPLICANT Rangeline Crossing Subdivision
 REQUEST Subdivision, Planned Unit Development



SITE PLAN



The site plan illustrates the proposed restaurant, lots, easements, and setbacks.

APPLICATION NUMBER	12	DATE	February 16, 2017
APPLICANT	Rangeline Crossing Subdivision		
REQUEST	Subdivision, Planned Unit Development		

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NTS