

HOLDOVER

Revised

RANGELINE PROPERTIES SUBDIVISION, **RESUBDIVISION OF**

Engineering Comments: Must comply with all stormwater and flood control ordinances. Any work performed in the right-of-way will require a right-of-way permit.

The plat illustrates the proposed 5 lot, 44 \pm acres subdivision which is located on the East side of Rangeline Road, 490' feet \pm North of Hurricane Bay Drive. The subdivision is served by both public water and sanitary sewer.

The purpose of this application is to create 5 lots from 3 legal lots of record.

The site was most recently approved as a 3-lot subdivision in January 2004, and a final plat was submitted in March 2004. This application proposes to adjust existing lots lines for two existing lots, and subdivide the largest existing lot, creating two new waterfront lots. It should be noted that the application neglected to include the parcel number for the portion of the site fronting Alligator Bayou, thus the application may not have met the notification requirements.

The site is located at the intersection of Old Rangeline and Rangeline Roads, and a street-stub for Hurricane Bay Lane. While all roads have adequate rights-of-way where they abut the site, access management is a concern due to the site's proximity to the Rangeline Road intersection. The approved subdivision in 2004 limited the 3-lot subdivision to one curb-cut each onto Rangeline / Old Rangeline Roads; this application should continue this restriction. Proposed Lots 1, 2-A and 3-A, which front Rangeline Road or Old Rangeline Road, should be limited to one curb-cut each. Proposed Lots 4 and 5, which will face Alligator Bayou, and be connected via narrow strips to Hurricane Bay Lane, should be limited to one shared curb-cut onto the Hurricane Bay Lane street-stub.

Lots 1, 3-A, 4 and 5 exceed the depth to width ratio. Lots 4 and 5, furthermore, are proposed to be flag-lots with 25-foot wide strips approximately 1,470 feet long, connecting them to the Hurricane Bay Lane street-stub. Lots in the vicinity of Alligator Bayou exhibit high depth to width ratios due to the desirability of waterfront lots and the extensive wetlands in the area. Flag-lots exist along the Alligator Bayou / Dog River area, however, they create an undesirable land subdivision condition which, in this case, could easily be remedied through the provision of a public street connecting to Hurricane Bay Lane, or via the creation of an innovative subdivision with a private street, in conformance with Section VIII. of the Subdivision Regulations.

The 25-foot minimum building setback line, required in Section V.D.9., is not shown for the proposed Lots 4 and 5, but would be required on the Final Plat, if approved.

The site is within the drainage basin for Alligator Bayou, a tributary to Dog River. In addition to existing wetlands, much of the site appears to be located within floodplains associated with the Alligator Bayou. Furthermore, the site appears to be located in an area subject to hurricane-

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related storm surges. The presence of wetlands and floodplains on the site indicate that the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits.

The site is located in the County, thus a note should be placed on the final plat stating that any lots which are developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.7. of the Subdivision Regulations.

Based upon the preceding, the application is recommended for Holdover for the following reasons: 1) redesign of the proposed subdivision to provide access via a public street, or creation of an innovative subdivision with private street, in conformance with Section VIII. of the Subdivision Regulations; and 2) provision of evidence that notification information for all adjacent property owners was provided, given that the application neglected to include parcel R023902010003037.001.

Revised for the November 17th meeting:

The application was heldover to give the applicant the opportunity to provide additional notification information and redesign the proposed subdivision to eliminate the flag-lot configuration. The applicant has provided the additional notification information, however, has not submitted any information regarding redesigning the proposed subdivision to remove the proposed flag-lot configuration.

Based upon the preceding, the application is recommended for Denial for the following reasons: 1) the extreme flag-shaped nature of the proposed Lots 4 and 5 are uncharacteristic of other lots in the area and thus do not comply with Section V.D.1. of the Subdivision Regulations; and 2) the proposed Lots 1, 3-A, 4 and 5 exceed the maximum depth to width ratio identified in Section V.D.3. of the Subdivision Regulations.

Revised for the January 5th meeting:

This application was heldover from the November 17th meeting. As no additional information has been provided for the January 5th meeting, this application is recommended for denial for the following reasons: 1) the extreme flag-shaped nature of the proposed Lots 4 and 5 are uncharacteristic of other lots in the area and thus do not comply with Section V.D.1. of the Subdivision Regulations; and 2) the proposed Lots 1, 3-A, 4 and 5 exceed the maximum depth to width ratio identified in Section V.D.3. of the Subdivision Regulations.

Revised for the January 19th meeting:

This application was heldover from the January 5th meeting to allow the applicant time to submit a revised plat eliminating the flag-lot configuration. The applicant has provided the additional information by decreasing the number of lots from five to three.

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The plat illustrates the proposed 3 lot, 44.0 acres \pm subdivision which is located on the East side of Rangeline Road, 490' \pm North of Hurricane Bay Drive. The subdivision is served by public water and sanitary sewer.

The purpose of this application is to create a three-lot subdivision from three lots of record.

The site is located at the intersection of Old Rangeline and Rangeline Roads; therefore, as a means of access management, the placement of a note on the final plat stating that Lots 1, 2-A and 3-A are limited to one curb cut each, with the size, location and design to be approved by County Engineering should be required.

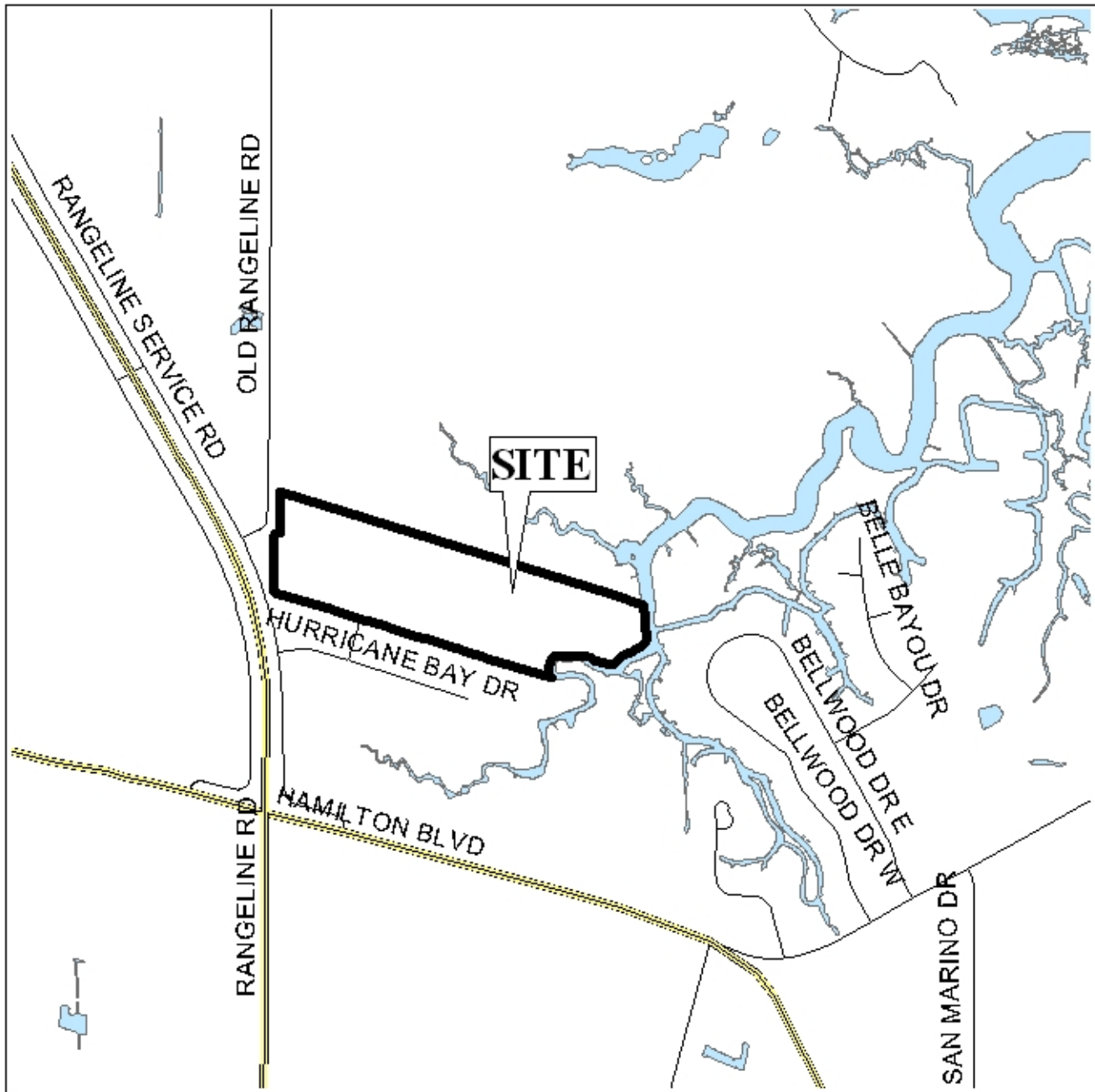
As proposed, Lots 1 and 3-A exceeds the maximum width to depth ratio; therefore, a waiver of Section V.D.3. of the Subdivision Regulations would be required.

As the site is located in the 100/500-year floodplain, the area may be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits.

This site is located in the County, thus a note should be placed on the final plat stating that any lots which are developed commercially and adjoin residentially developed property must provide a buffer, in compliance with Section V.A.7. of the Subdivision Regulations.

With a waiver of Section V.D.3. (width to depth ratio), the plat will meet the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions: 1) the placement of a note on the final plat stating that Lots 1, 2-A and 3-A are limited to one curb cut each to Old Rangeline and Rangeline Roads, with the size, location and design to be approved by County Engineering; 2) the approval of all applicable federal, state and local agencies prior to the issuance of any permits; and 3) the placement of a note on the final plat stating that any property that is developed commercially and adjoins residentially developed property shall provide a buffer, in compliance with Section V.A.7. of the Subdivision Regulations.

LOCATOR MAP



APPLICATION NUMBER Holdover DATE January 19, 2006

APPLICANT Rangeline Properties Subdivision, Resubdivision of

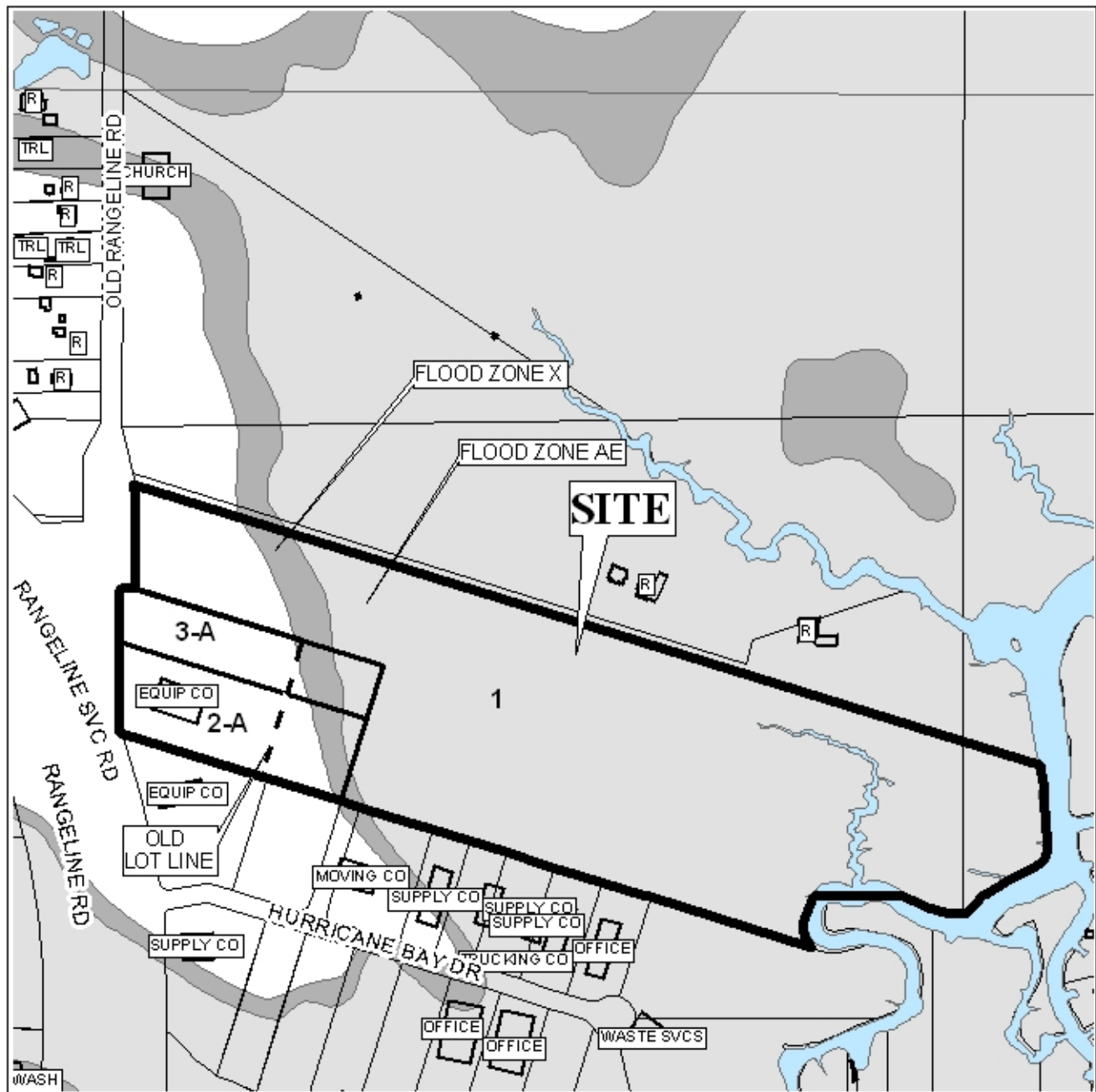
REQUEST Subdivision

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RANGELINE PROPERTIES SUBDIVISION, RESUBDIVISION OF



APPLICATION NUMBER Holdover DATE January 19, 2006

LEGEND

R-1	R-2	R-3	R-A	R-B	H-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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