

## **RANGELINE CROSSING SUBDIVISION**

Engineering Comments: The following comments should be addressed prior to acceptance and signature by the City Engineer: a.) Provide all of the required information on the Plat (i.e. signature blocks, signatures, certification statements, required notes, legend). b.) Add a note to the Plat stating that storm water detention will be required for any existing development (since 1984) that did not receive Land Disturbance permitting and any future addition(s) and/or land disturbing activity in accordance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17 , Ordinance #65-007 & #65-045). c.) Add a signature block and signature for the Owner (notarized), Planning Commission, and Traffic Engineer. d.) Provide a signature block for the City Engineer and County Engineer. e.) Provide and label the monument set or found at each subdivision corner. f.) Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all stormwater runoff, wetland and floodplain requirements) would be required prior to the issuance of a permit for any land disturbance activity. g.) Add a note to the Plat that 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 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). h.) Add a note to the Plat stating that any work performed within this development must comply with all Engineering Department Policy Letters.

Traffic Engineering Comments: Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering, and conform to AASHTO standards. The typical section of the proposed roadway, as well as intersection geometrics at any intersecting street, must be approved by Engineering and Traffic Engineering, and conform to all applicable standards. A traffic impact study was completed for the overall site. The land use and layout were general, and the proposed roadways through the site included geometry that is not presently intended. A thorough review of the study was not conducted. Any future subdivision of either lot will require an updated traffic impact study, properly identifying any on- or off-site improvements that will be required to be constructed by the owner/developer.

Fire Department Comments: All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.

MAWSS Comments: MAWSS has water services available. Sanitary sewer would have to be extended to this site.

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 61-929 and City Code Chapters 57 and 64). Preservation status granted for all 50" and larger trees. All work under the canopies is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger. Exact curb cut locations and location of the proposed street and internal circulation drive should also be coordinated with Urban Forestry to ensure that no trees 50" and larger are effected.

The plat illustrates the proposed 2 lot, 82.7± acre subdivision, which is located at the Northeast corner of Rangeline Service Road North and Halls Mill Road, in Council District 4. The applicant states the subdivision is served by public water and sanitary sewer services.

The purpose of this application is to resubdivide four existing legal lots of record and a Future Development parcel into two legal lots of record and create a public right-of-way.

The entire site was the subject of Halls Mill Crossing Subdivision, approved by the Commission in November, 2008, when the site was then in the County prior to annexation. That subdivision created four legal lots encompassing approximately seven acres, with the remainder of the site as a Future Development tract. The proposed subdivision would eliminate the four recorded lots and include all of the Future Development area in the two new lots encompassing the entire site.

The site fronts Halls Mill Road, Rangeline Service Road North, and Demetropolis Road. Halls Mill Road is a collector street with a required 70' right-of-way along a portion of the frontage. Dedication from the previous subdivision provided 35' from the centerline along the frontages of two of the recorded lots, but none along the Future Development frontage where the 50' right-of-way remained. Therefore, dedication would be required along Halls Mill Road to provide 35' from the centerline within that area and is so indicated on the preliminary plat. Rangeline Road is a component of the Major Street with a planned 300' right-of-way width. No total right-of-way width is indicated on the preliminary plat. The plat should be revised to either indicate a current compliant right-of-way width, or dedication should be required to provide 150' from the centerline of Rangeline Road. Demetropolis Road is a minor street without curb and gutter requiring a 60' right-of-way. The plat indicates a varying right-of-way width from 30' to 40' from the centerline of asphalt along Demetropolis Road, not from the centerline of the right-of-way. Therefore the plat should be revised to indicate either a compliant 60' minimum right-of-way width, or dedication should be required to provide 30' from the centerline of the right-of-way, not the centerline of the asphalt.

Each lot would have over 200' of street frontage along all street frontages, including the internal street. A note should be required on the Final Plat stating that each lot is limited to two curb cuts per street frontage, including the internal street, with the size, location, and design of all curb cuts to be approved by Traffic Engineering and ALDOT (if applicable) and conform to AASHTO standards.

A proposed internal street with a minimum 60' right-of-way is indicated on the plat with a hammerhead terminus. As the street is over 600' in length, a waiver of Section V.B.6. of the Subdivision Regulations would be required. Also, Section V.B.14. of the Subdivision Regulations requires closed-end streets to have a cul-de-sac with a minimum radius of 60' if no center median is proposed. Therefore, the plat should be revised to provide such.

No building setback lines are indicated on the plat. The 25' minimum building setback line should be illustrated along all street frontages as measured from any required right-of-way dedication, and from the proposed internal street.

As on the preliminary plat, the lot sizes should be labeled on the Final Plat in both square feet and acres, after any required right-of-way dedication, or a table should be furnished on the Final Plat providing the same information.

A common area is indicated at the Halls Mill Road entrance to the internal street. A note should be required on the Final Plat stating that the maintenance of the common area is the responsibility of the property owners.

The recorded plat of Halls Mill Crossing Subdivision indicates an easement in the Southeast corner of the property and extending completely along the East side. This easement should either be illustrated on the Final Plat or vacated prior to the signing of the Final Plat.

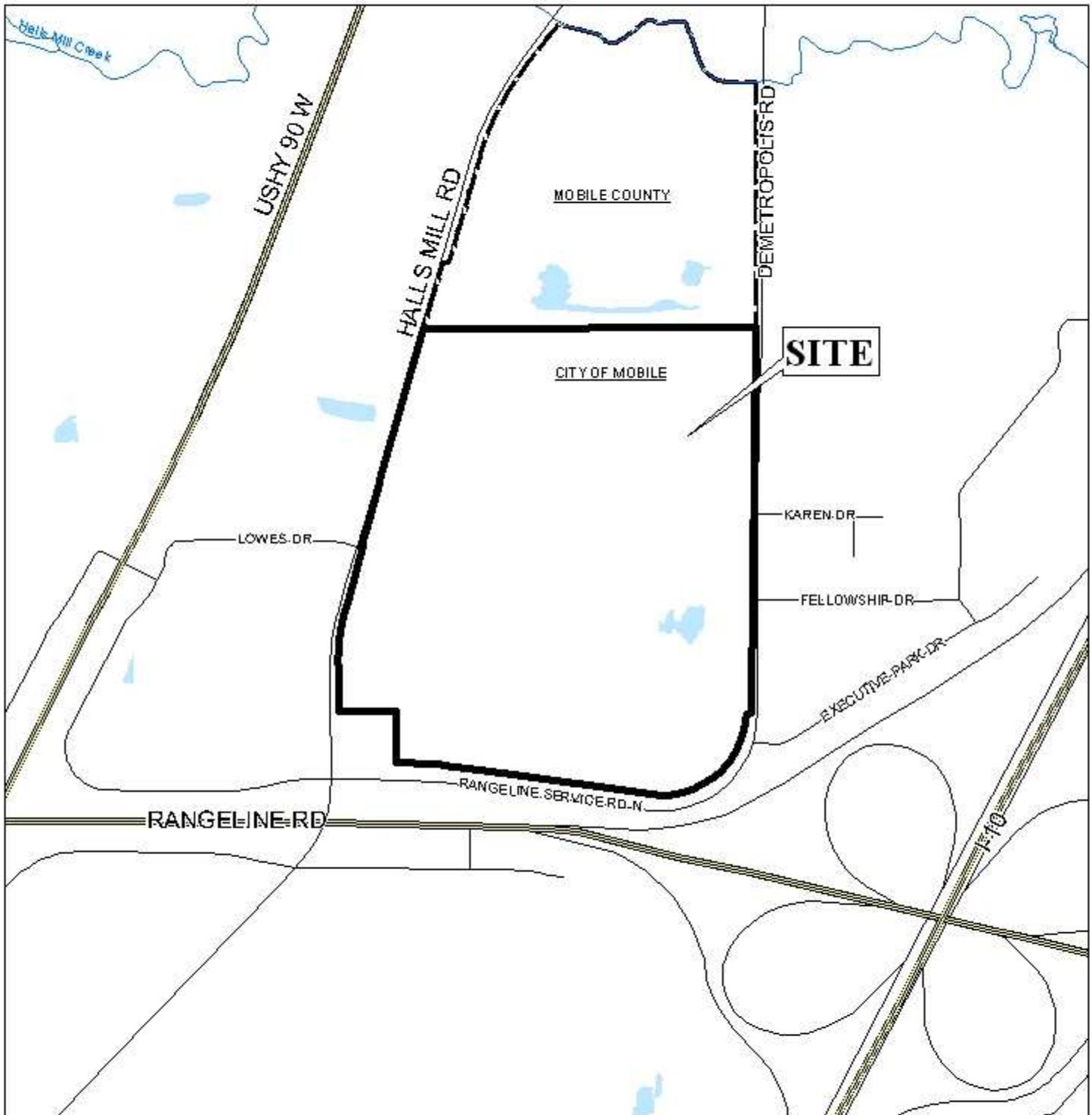
The geographic area defined by the City of Mobile and its planning jurisdiction, including this site, may contain Federally-listed threatened or endangered species as well as protected non-game species. Development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species.

Based upon the preceding, and with a waiver of Section V.B.6. of the Subdivision Regulations, this application is recommended for Tentative Approval, subject to the following conditions:

- 1) dedication of sufficient right-of-way to provide 35' from the centerline of Halls Mill Road along Lot 1 where no previous dedication was recorded;
- 2) revision of the plat to either indicate a current compliant right-of-way width of 300' along Rangeline Road, or dedication sufficient to provide 150' from the centerline of Rangeline Road;
- 3) revision of the plat to either indicate a current compliant 60' minimum right-of-way along Demetropolis Road or dedication to provide 30' from the centerline of the right-of-way, not the centerline of the asphalt;
- 4) placement of a note on the Final Plat stating that each lot is allowed two curb cuts per street frontage, including the internal street, with the size, location, and design of all curb cuts to be approved by Traffic Engineering and ALDOT (if applicable) and conform to AASHTO standards;
- 5) revision of the plat to provide a cul-de-sac with a minimum 60' radius in compliance with Section V.B.14. of the Subdivision Regulations, if no center median is proposed, instead of the hammerhead turn-around on the internal street;
- 6) illustration of the 25' minimum building setback line along all street frontages as measured from any required right-of-way dedication;
- 7) labeling of each lot with its square feet and acres, after any required right-of-way dedication, or the furnishing of a table on the Final Plat providing the same information;
- 8) placement of a note on the Final Plat stating that the maintenance of the common area is the responsibility of the property owners;
- 9) illustration of the existing recorded easement in the Southeast corner of the property, extending along its East side, or vacation of this easement, or portions thereof, prior to signing the Final Plat;
- 10) placement of a note on the Final Plat stating that development of the site must be undertaken in compliance with all local, state and Federal regulations regarding endangered, threatened or otherwise protected species;
- 11) subject to the Engineering comments: *[The following comments should be addressed prior to acceptance and signature by the City Engineer: a.) Provide all of the required information on the Plat (i.e. signature blocks, signatures, certification statements, required notes, legend). b.) Add a note to the Plat stating that storm water detention will*

- be required for any existing development (since 1984) that did not receive Land Disturbance permitting and any future addition(s) and/or land disturbing activity in accordance with the Storm Water Management and Flood Control Ordinance (Mobile City Code, Chapter 17, Ordinance #65-007 & #65-045). c.) Add a signature block and signature for the Owner (notarized), Planning Commission, and Traffic Engineer. d.) Provide a signature block for the City Engineer and County Engineer. e.) Provide and label the monument set or found at each subdivision corner. f.) Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all stormwater runoff, wetland and floodplain requirements) would be required prior to the issuance of a permit for any land disturbance activity. g.) Add a note to the Plat that 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 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). h.) Add a note to the Plat stating that any work performed within this development must comply with all Engineering Department Policy Letters.];*
- 12) subject to the Traffic Engineering comments: *[Driveway number, size, location and design to be approved by ALDOT (where applicable) and Traffic Engineering, and conform to AASHTO standards. The typical section of the proposed roadway, as well as intersection geometrics at any intersecting street, must be approved by Engineering and Traffic Engineering, and conform to all applicable standards. A traffic impact study was completed for the overall site. The land use and layout were general, and the proposed roadways through the site included geometry that is not presently intended. A thorough review of the study was not conducted. Any future subdivision of either lot will require an updated traffic impact study, properly identifying any on- or off-site improvements that will be required to be constructed by the owner/developer.];*
- 13) subject to 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 (State Act 61-929 and City Code Chapters 57 and 64). Preservation status granted for all 50" and larger trees. All work under the canopies is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger. Exact curb cut locations and location of the proposed street and internal circulation drive should also be coordinated with Urban Forestry to ensure that no trees 50" and larger are effected.]; and*
- 14) subject to the Fire Department comments: *(All projects within the City of Mobile Fire Jurisdiction must comply with the requirements of the 2009 International Fire Code, as adopted by the City of Mobile.)*

# LOCATOR MAP



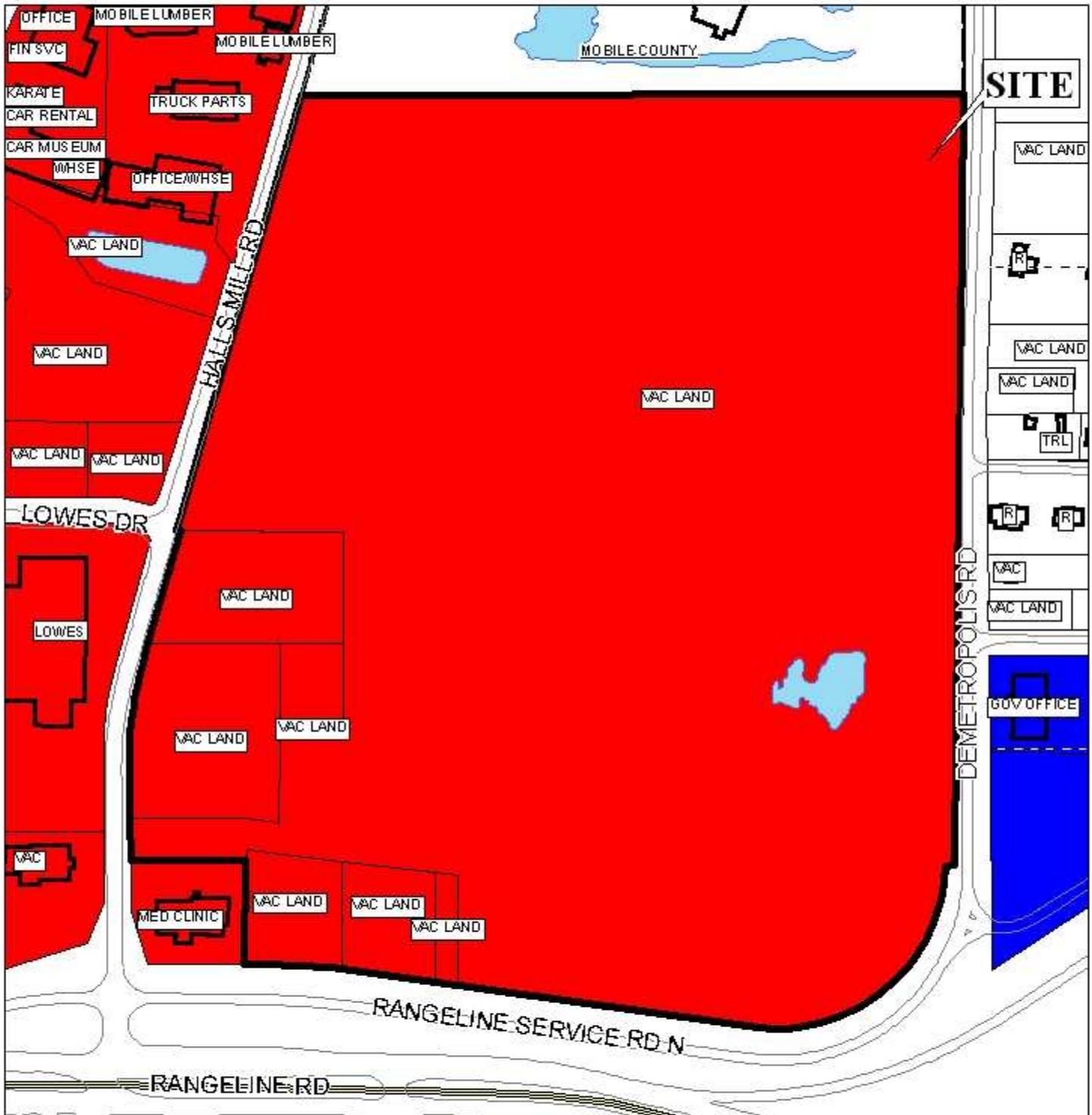
APPLICATION NUMBER 22 DATE October 3, 2013

APPLICANT Rangeline Crossing Subdivision

REQUEST Subdivision



# RANGELINE CROSSING SUBDIVISION

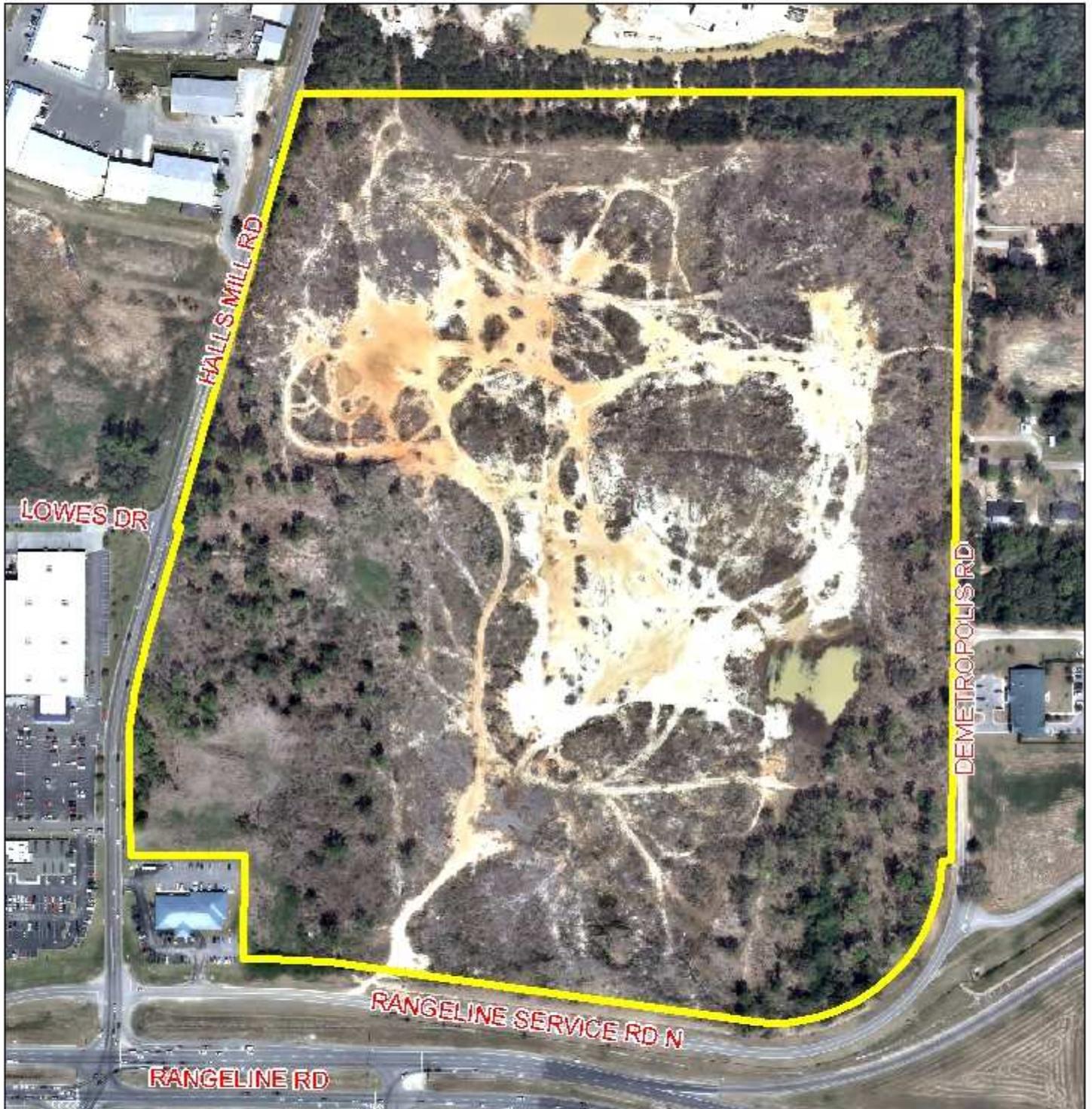


APPLICATION NUMBER 22 DATE October 3, 2013

LEGEND	[White Box]	[Yellow Box]	[Green Box]	[Cyan Box]	[Light Blue Box]	[Pink Box]	[Brown Box]	[Light Purple Box]	[Orange Box]	[Red Box]	[Dark Brown Box]	[Blue Box]	[Light Blue Box]	[Grey Box]	
	R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2



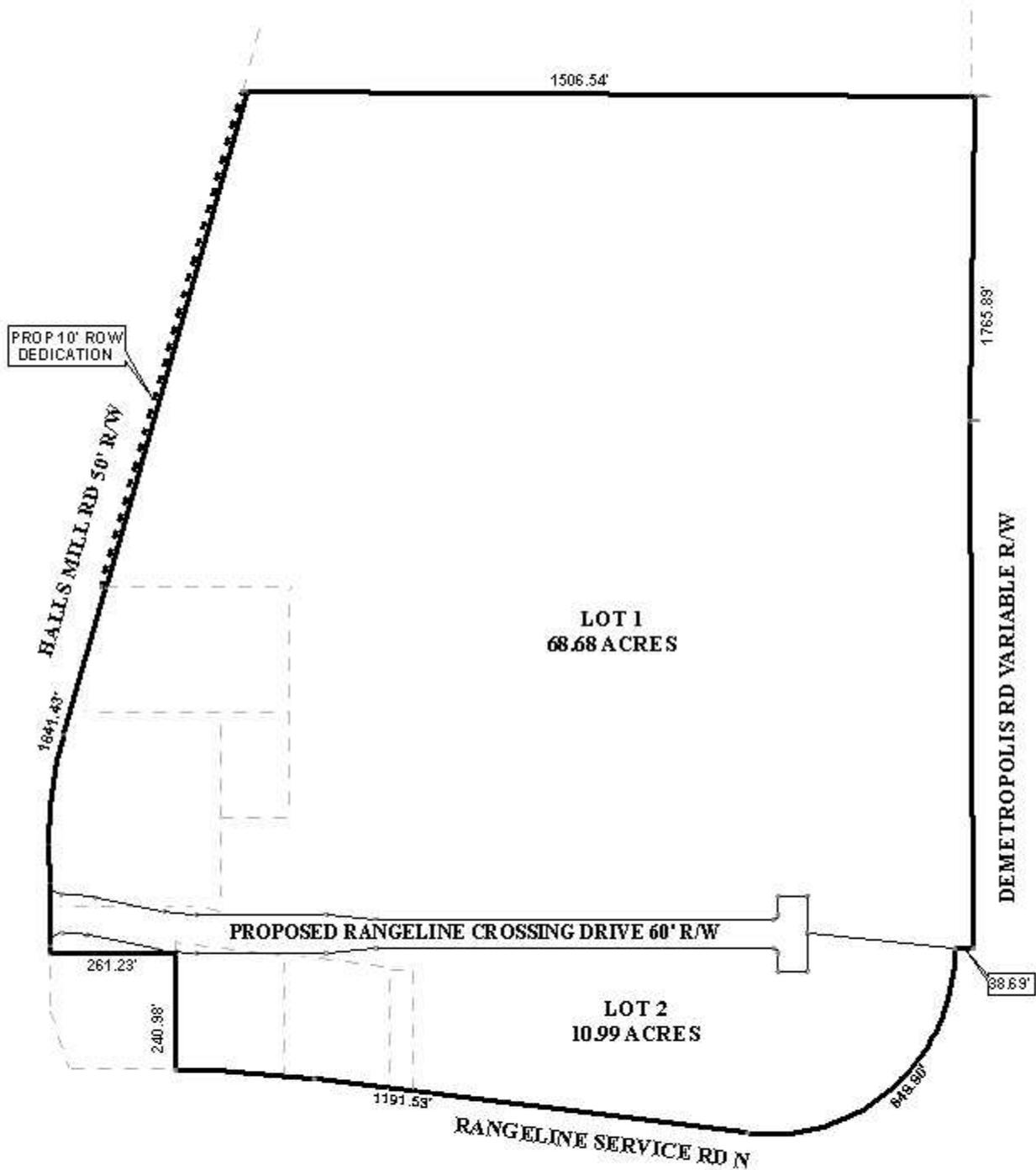
# RANGELINE CROSSING SUBDIVISION



APPLICATION NUMBER 22 DATE October 3, 2013



# DETAIL SITE PLAN



APPLICATION NUMBER 22 DATE October 3, 2013

APPLICANT Rangeline Crossing Subdivision

REQUEST Subdivision

