

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: August 20, 2020****DEVELOPMENT NAME**

Rangeline Crossing

SUBDIVISION NAME

Resubdivision of Lot 2, Rangeline Crossing Subdivision III

LOCATION5000 Rangeline Crossing Drive
(Southeast corner of Halls Mill Road and Rangeline
Crossing Drive [private drive]).**CITY COUNCIL
DISTRICT**

District 4

AREA OF PROPERTY1 Lot / 1.7± Acres (Subdivision)
9 Lots and common areas / 78.3 ± acres (PUD)**CONTEMPLATED USE**Planned Unit Development Approval to amend a
previously approved Planned Unit Development to allow shared access between multiple lots,
and Subdivision approval to create 1 lot.**TIME SCHEDULE
FOR DEVELOPMENT**

Not specified.

**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. Add street names to the vicinity map including Rangeline Crossing Dr.
- C. Provide the Surveyor's and Owner's (notarized) signatures.
- D. Add a note to the plat stating that all proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile.
- E. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- F. 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.

- G. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.

Planned Unit Development:

1. Add "Rangeline Crossing Dr." to the vicinity map on Sheet PUD 1.
2. Label "Rangeline Crossing Dr." as "PRIVATE" on the plan view Sheet PUD 2.
3. Retain CITY COMPLIANCE NOTES #1 - #5 and CITY ENGINEERING NOTE #1 as shown on the MOBILE CITY PUD APPLICATION drawing SHEET PUD 1 dated 7-21-2020.

**TRAFFIC ENGINEERING
COMMENTS**

A traffic impact study has previously been prepared for the overall site however the changes proposed with this application warrant an updated study. The study must be submitted and approved by Traffic Engineering and ALDOT if necessary prior to this department providing comments that may be considered a condition of a PUD approval. The previous studies included off-site improvements along Halls Mill Road adjacent to the development and southward to the intersection of Rangeline Road and to date none of the improvements have been constructed. Temporary changes have been made to mitigate traffic concerns at the intersection of the Service Road and Halls Mill Road but this is not a sustainable long term solution. The interested parties (Property Owners, City and ALDOT) need to have a clear understanding if additional improvements are needed based on this proposed addition to the development and how any and all improvements will be incorporated as new development moves forward.

Revised for the November 5th meeting:

An updated traffic impact study has been prepared for this site which includes the existing development and the proposed 11,000 SF retail included in this PUD application. The report submitted is not considered a final, accepted study as issues within it were identified that need to be addressed. A revised study must be submitted to the City prior to the Traffic Engineering Department approving building permits for the proposed development. 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 study confirms the off-site improvements along Halls Mill Road as permitted under ROW-032640-2019 are needed to mitigate the development of the site. 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 (State Act 2015-116 and City Code Chapters 57 and 64). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site 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)

REMARKS

The applicant is seeking Planned Unit Development Approval to amend a previously approved Planned Unit Development to allow shared access between multiple lots, and Subdivision approval to create 1 lot. The site is located in Council District 4, and according to the applicant is served by public water and sanitary sewer.

The site has been given a District Center land use designation, per the Future Land Use Plan and Map, adopted on May 18, 2017 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 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.

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.

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 applicant provided the following information regarding the applications:

The contemplated use is development of new Lot in existing PUD, with Retail and Restaurant uses.

The site (or parts thereof), have been before the Planning Commission six times beginning in 2016, most recently at the Commission's June 21, 2018 meetings, where Subdivision and Planned Unit Development approvals were granted.

The applications at hand are to revise the overall PUD site plan to depict proposed development on the lot in question, and to modify the subdivision plat for the lot to remove previously recorded easements.

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 11,000 square foot, five tenant retail center with 100 parking spaces. The retail building is proposed to contain 1,600 square feet of retail area and 9,400 square feet of restaurant area. Each of the endcap units are proposed to have drive-thru aisles.

In the most recent PUD approval from June 21, 2018, the following Traffic Engineering comments were included as one of the conditions of approval (*emphasis added*):

*A traffic impact study has been prepared for this site and is an ongoing effort given the dynamics of this development. The study includes off-site improvements along Halls Mill Road adjacent to the development and southward to the intersection of Rangeline Road. Any improvements within the Service Road right-of-way or the Rangeline Road right-of-way are subject to ALDOT approval and permitting. **Development is contingent upon the completion of off-site improvements as required by the City of Mobile and ALDOT. Additional impact studies or updates to this study will be required as the development changes or more proposed uses are presented to the City.** 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.*

The required off-site improvements have not been undertaken, and an updated Traffic Impact Study has not been provided.

Additionally, it appears that not every property owner of the 14 properties within the PUD has provided written consent for the application, nor been notified as part of the required notification process.

RECOMMENDATION

Subdivision: Based upon the preceding, this application is recommended for Holdover until the September 17, 2020 meeting so that the applicant can submit additional information required for the PUD application.

Planned Unit Development: Based upon the preceding, this application is recommended for Holdover until the September 17, 2020 meeting so that the applicant can provide the following by September 8th:

1. Written authorization from all current property owners contained within the overall PUD;
2. New mailing labels for all current property owners with PUD, with the current and correct addresses;
3. Provision of an updated Traffic Impact Study to reflect the proposed development and anticipated future development (*see Traffic Engineering comments: A traffic impact study has previously been prepared for the overall site however the changes proposed with this*

application warrant an updated study. The study must be submitted and approved by Traffic Engineering and ALDOT if necessary prior to this department providing comments that may be considered a condition of a PUD approval. The previous studies included off-site improvements along Halls Mill Road adjacent to the development and southward to the intersection of Rangeline Road and to date none of the improvements have been constructed. Temporary changes have been made to mitigate traffic concerns at the intersection of the Service Road and Halls Mill Road but this is not a sustainable long term solution. The interested parties (Property Owners, City and ALDOT) need to have a clear understanding if additional improvements are needed based on this proposed addition to the development and how any and all improvements will be incorporated as new development moves forward.); and

4. Provision of a statement regarding when required off-site improvements will commence.

Revised for the September 17, 2020 meeting:

The application was heldover from the August 20, 2020 meeting, to provide the applicant an opportunity to submit the required information and documentation as follows:

1. *Written authorization from all current property owners contained within the overall PUD;*
2. *New mailing labels for all current property owners with PUD, with the current and correct addresses;*
3. *Provision of an updated Traffic Impact Study to reflect the proposed development and anticipated future development (see Traffic Engineering comments: A traffic impact study has previously been prepared for the overall site however the changes proposed with this application warrant an updated study. The study must be submitted and approved by Traffic Engineering and ALDOT if necessary prior to this department providing comments that may be considered a condition of a PUD approval. The previous studies included off-site improvements along Halls Mill Road adjacent to the development and southward to the intersection of Rangeline Road and to date none of the improvements have been constructed. Temporary changes have been made to mitigate traffic concerns at the intersection of the Service Road and Halls Mill Road but this is not a sustainable long term solution. The interested parties (Property Owners, City and ALDOT) need to have a clear understanding if additional improvements are needed based on this proposed addition to the development and how any and all improvements will be incorporated as new development moves forward.); and*
4. *Provision of a statement regarding when required off-site improvements will commence.*

At the time of this report, the required information and documentation was not provided.

RECOMMENDATION

Subdivision: *Based upon the preceding, this application is recommended for withdrawal, to be resubmitted at such time as all necessary information is available for the associated Planned Unit Development.*

Planned Unit Development: Based upon the preceding this application is recommended for withdrawal, to be resubmitted at such time as all necessary information is available for submission of a complete application, including proper owner authorization, notification, and a completed Traffic Impact Study.

Revised for the November 5 meeting:

The requests were heldover from the October 1 meeting, at the request of the applicant (the meeting scheduled for September 17th was not held due to Hurricane Sally).

The information requested from the applicant was provided. Traffic Engineering has reviewed the submitted Traffic Impact Study and will require revisions to the study prior to their approving any construction permits for this proposed development.

Regarding the Subdivision request, the proposed lot will meet minimum area requirements. Access is proposed to the site via two curb-cuts to the private Rangeline Crossing Drive. The multiple drainage and utility easements depicted on the preliminary plat should be retained on the final plat. The note on the preliminary plat regarding the placement of structures in easements should be retained on the final plat. The Subdivision process should be completed prior to any requests for Certificates of Occupancy.

As noted earlier in the report, 9,600 square feet of the 11,000 square foot building are proposed to be restaurant related uses. Two of the restaurant units are proposed to have drive-thru facilities. Section 64-4.F.2. of the Zoning Ordinance has the following criteria for drive-thrus:

- a. A queuing space is defined as a minimum of nine (9) feet wide by twenty (20) feet long.
- b. All drive-thru lanes shall conform to AASHTO standards, but shall in no case be less than nine (9) feet in width.
- c. Each drive-thru lane shall provide a minimum of three (3) queuing spaces from the street right-of-way to the order station if both an order station and service window are provided in separate locations.
- d. Each drive-thru lane shall provide a minimum of three (3) queuing spaces between the order station and the service window.
- e. Each drive-thru lane shall provide a minimum of three (3) queuing spaces from the street right-of-way to the service window if a separate order station is not provided.
- f. Upon leaving the service window, there shall be a minimum of one (1) queuing space provided between the service window and the street right-of-way.

Order stations for the drive-thru facilities are not indicated on the PUD site plan, thus it is not clear if the drive-thru facilities comply with the above-noted criteria for queuing spaces. The site plan should be revised to depict full compliance with these criteria.

Five individual dumpsters with enclosures are depicted on the site plan, to serve the five proposed tenant spaces. It appears that the placement and access will comply with Section 64-4.D.9. of the Zoning Ordinance, however, the applicant should ensure that requirements of this section are met.

Per the notes provided on the site plan, the site will comply with the overall and frontage landscape area requirements of Section 64-4.E. of the Zoning Ordinance. Tree compliance is not depicted on the site plan, however, the site will require 26 overstory frontage trees, 8 perimeter trees, and 5 parking trees, for a total of 39 trees on site, of which 30 must be overstory trees. A compliant landscape plan is required at the time of application for land disturbance.

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

As the new parking lot will have more than 25 parking space, a photometric plan will be required at the time of application for land disturbance.

The Rangeline Crossing Planned Unit Development includes significant areas reserved for future development. PUD approval is for the development shown on the 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.

Finally, the off-site improvements required as part of the June 2018 PUD approval 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.

RECOMMENDATION

Subdivision: Based upon the preceding, this application is recommended for Tentative Approval, subject to the following conditions:

- 1) Compliance with Traffic Engineering comments (*An updated traffic impact study has been prepared for this site which includes the existing development and the proposed 11,000 SF retail included in this PUD application. The report submitted is not considered a final, accepted study as issues within it were identified that need to be addressed. A revised study must be submitted to the City prior to the Traffic Engineering Department approving building permits for the proposed development. 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 study confirms the off-site improvements along Halls Mill Road as permitted under ROW-032640-2019 are needed to mitigate the development of the site. 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.*);
- 2) Compliance with Engineering comments (*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. Add street names to the vicinity map including Rangeline Crossing Dr. C. Provide the Surveyor's and Owner's (notarized) signatures. D. Add a note to the plat stating that all proposed detention facilities, common areas, and wetlands shall be the responsibility of the Property Owner(s), and not the responsibility of the City of Mobile. E. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. F. 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. G. After addressing all of the FINAL SUBDIVISION PLAT review comments provide the ORIGINAL (with all signatures except for the Planning Commission, Traffic Engineering, and City Engineer), one (1) copy, and a transmittal letter to the Engineering Permitting Department. They can be dropped off at 205 Government St. or mailed to PO Box 1827, Mobile, AL, 36633.);

- 3) *Compliance with 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). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.);*
- 4) *Compliance with Fire 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)); and*
- 5) *Completion of the Subdivision process prior to any request for Certificates of Occupancy.*

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

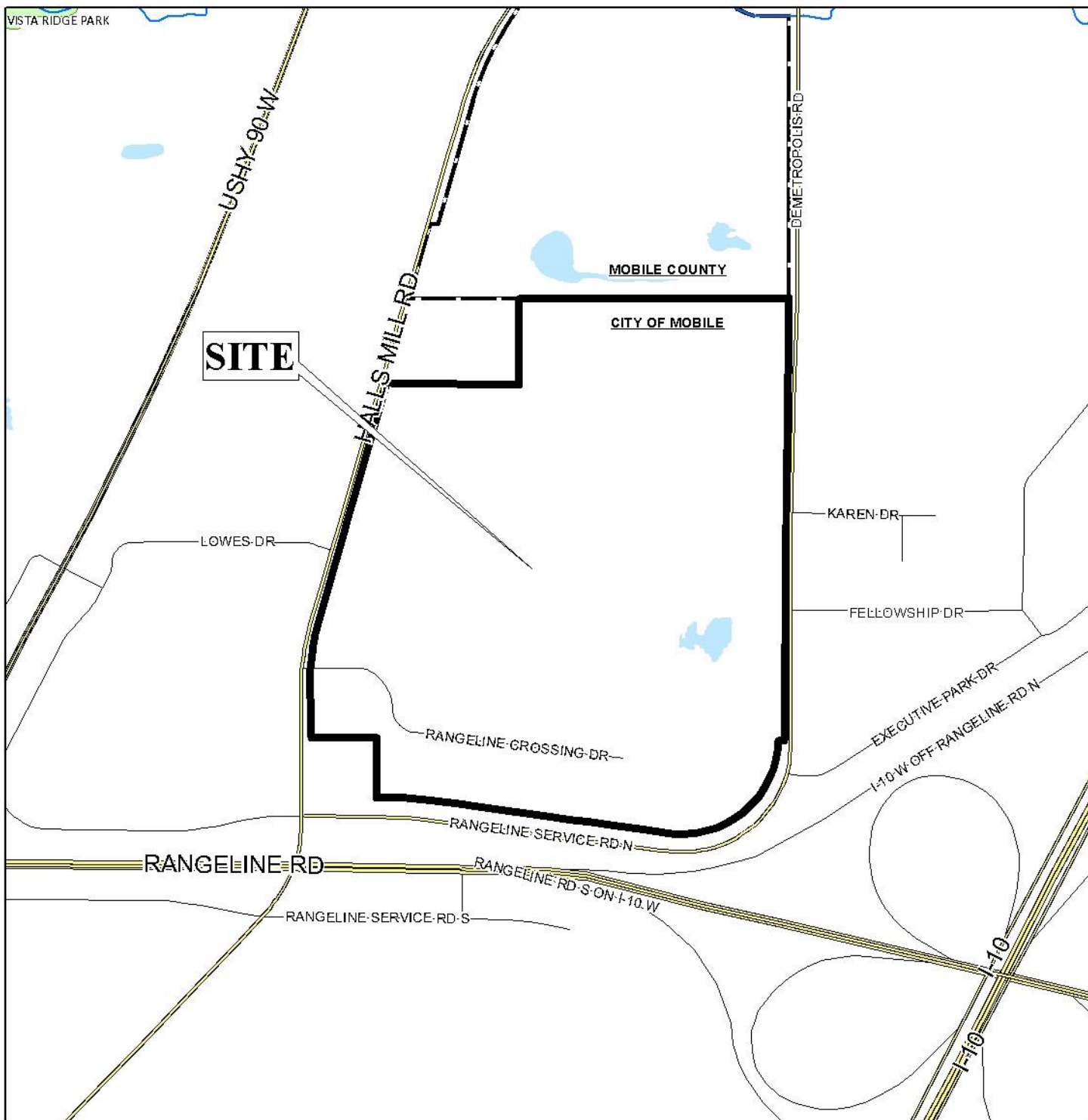
- a. the proposal promotes the objective of Creative design, because the site development is part of an overall Planned Unit Development;
- b. the proposal promotes the objective of Flexibility, because access will only be via a private street;
- c. the proposal promotes the objective of Efficient land use, because the overall Planned Unit Development will utilize a relatively compact area;
- d. the proposal promotes the objective of Environment, because it utilizes a disturbed site rather than a greenfield area;
- e. the proposal promotes the objective of Open space, because landscape and common areas will be provided throughout the development;
- f. the proposal promotes the objective of Public services, because off-site improvements will be completed that will benefit the overall development and immediate vicinity.

The approval should be subject to the following conditions:

- 1) The approval is for the proposed 11,000 square foot development shown on the site plan. Additional future development within the overall Planned Unit Development which significantly increases trips per day will require a revised Traffic Impact Study and, as appropriate, additional off-site improvements;

- 2) The off-site improvements required as part of the June 2018 Planned Unit Development approval 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.
- 3) Compliance with Traffic Engineering comments (*An updated traffic impact study has been prepared for this site which includes the existing development and the proposed 11,000 SF retail included in this PUD application. The report submitted is not considered a final, accepted study as issues within it were identified that need to be addressed. A revised study must be submitted to the City prior to the Traffic Engineering Department approving building permits for the proposed development. 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 study confirms the off-site improvements along Halls Mill Road as permitted under ROW-032640-2019 are needed to mitigate the development of the site. 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.*);
- 4) Compliance with Engineering comments (*1. Add "Rangeline Crossing Dr." to the vicinity map on Sheet PUD 1. 2. Label "Rangeline Crossing Dr." as "PRIVATE" on the plan view Sheet PUD 2. 3. Retain CITY COMPLIANCE NOTES #1 - #5 and CITY ENGINEERING NOTE #1 as shown on the MOBILE CITY PUD APPLICATION drawing SHEET PUD 1 dated 7-21-2020.*);
- 5) Compliance with 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). Private removal of trees in the right-of-way will require approval of the Mobile Tree Commission. Removal of heritage trees from a commercial site will require a tree removal permit.*);
- 6) Compliance with Fire 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)*);
- 7) Provision of a revised Traffic Impact Study, per Traffic Engineering comments;
- 8) Depiction of compliance with lighting, dumpster, tree and landscape requirements of the Zoning Ordinance at time of application for land disturbance;
- 9) Provision of a revised PUD site plan reflecting any conditions of approval;
- 10) Completion of the Subdivision process prior to any request for Certificates of Occupancy; and
- 11) Full compliance with all other municipal codes and ordinances.

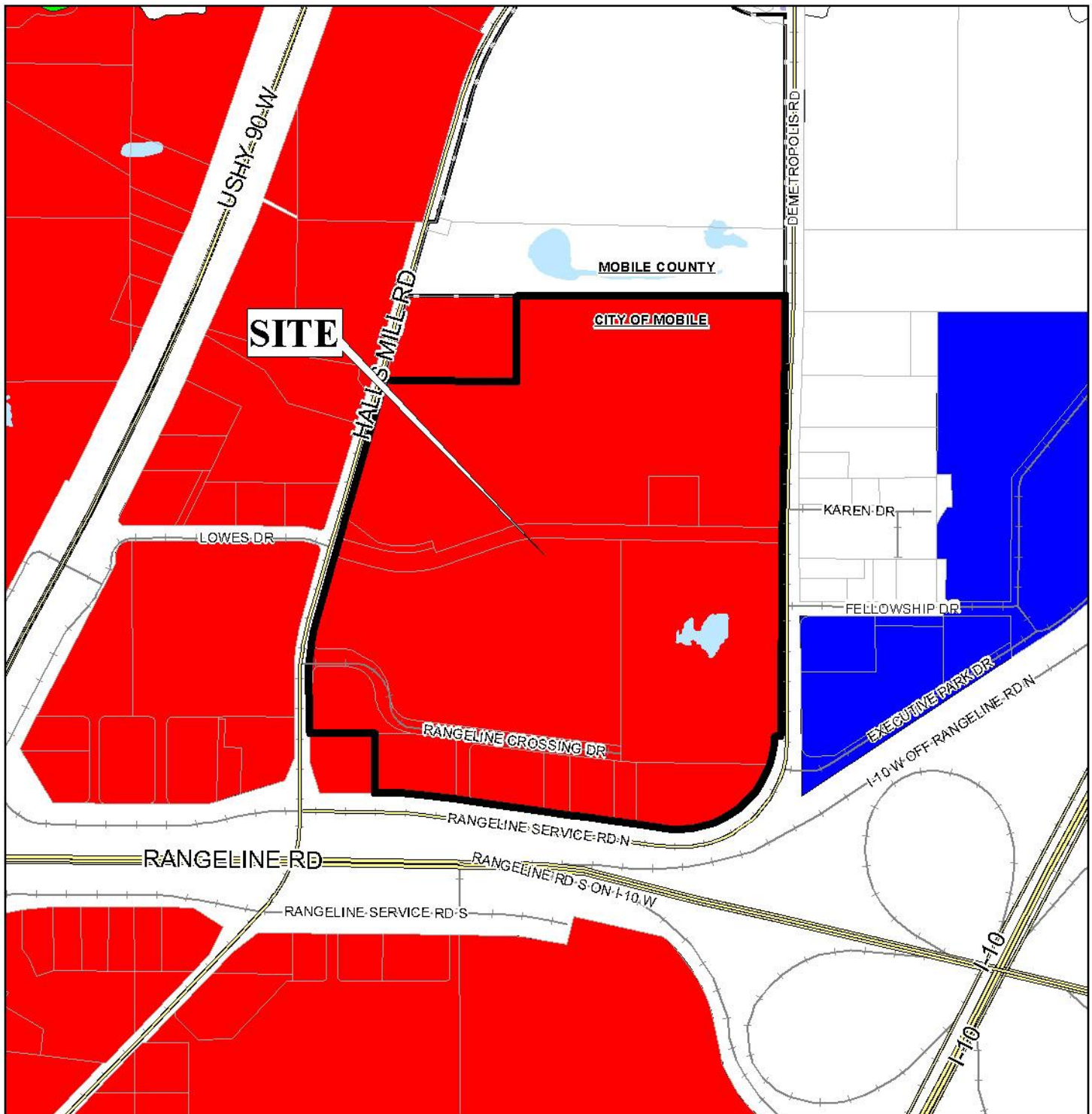
LOCATOR MAP



APPLICATION NUMBER 1 DATE November 5, 2020
APPLICANT Resubdivision of Lot 2, Rangeline Crossing Subdivision III
REQUEST Subdivision, Planned Unit Development



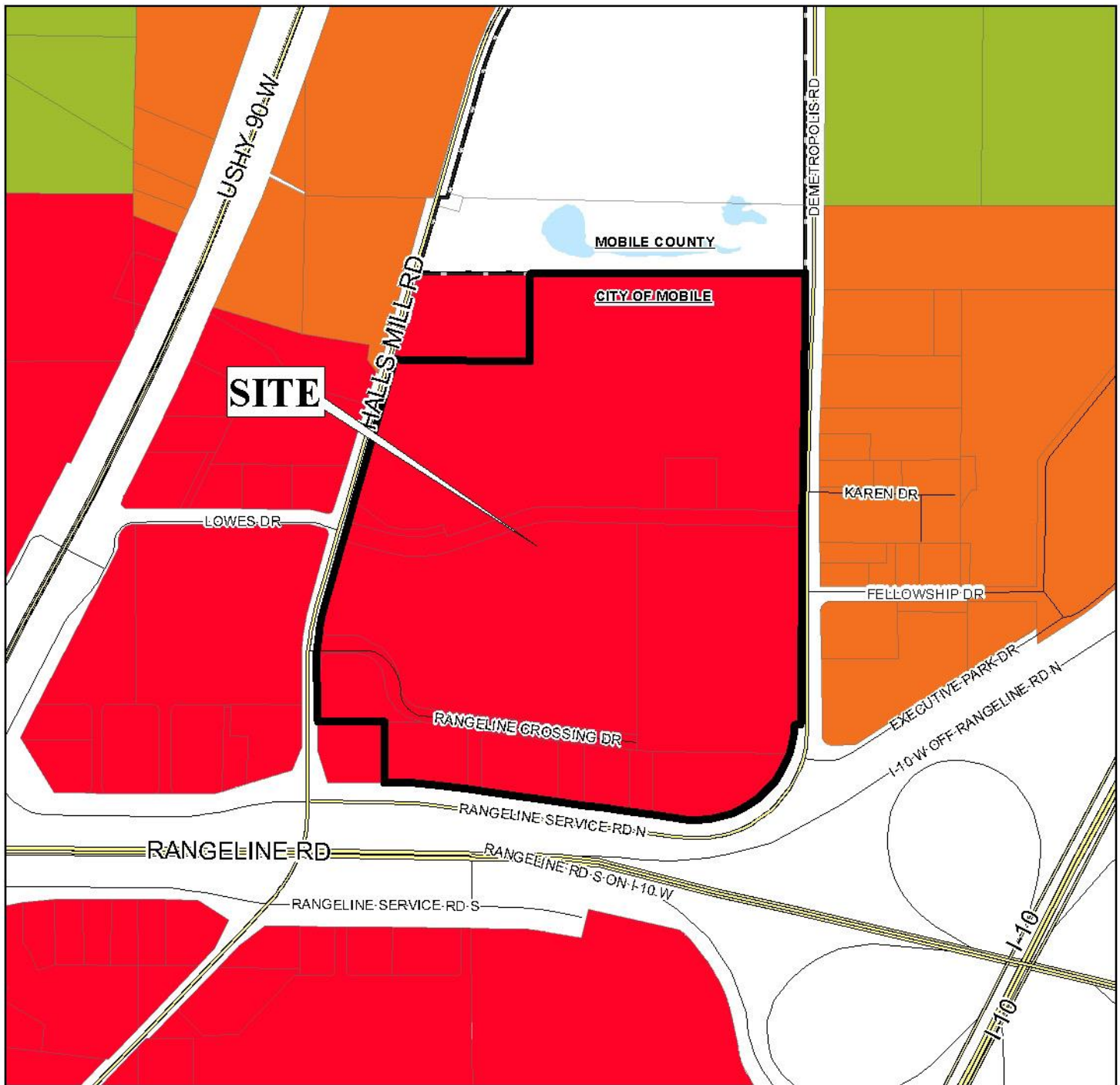
LOCATOR ZONING MAP



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FLUM LOCATOR MAP



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APPLICANT Resubdivision of Lot 2, Rangeline Crossing Subdivision III

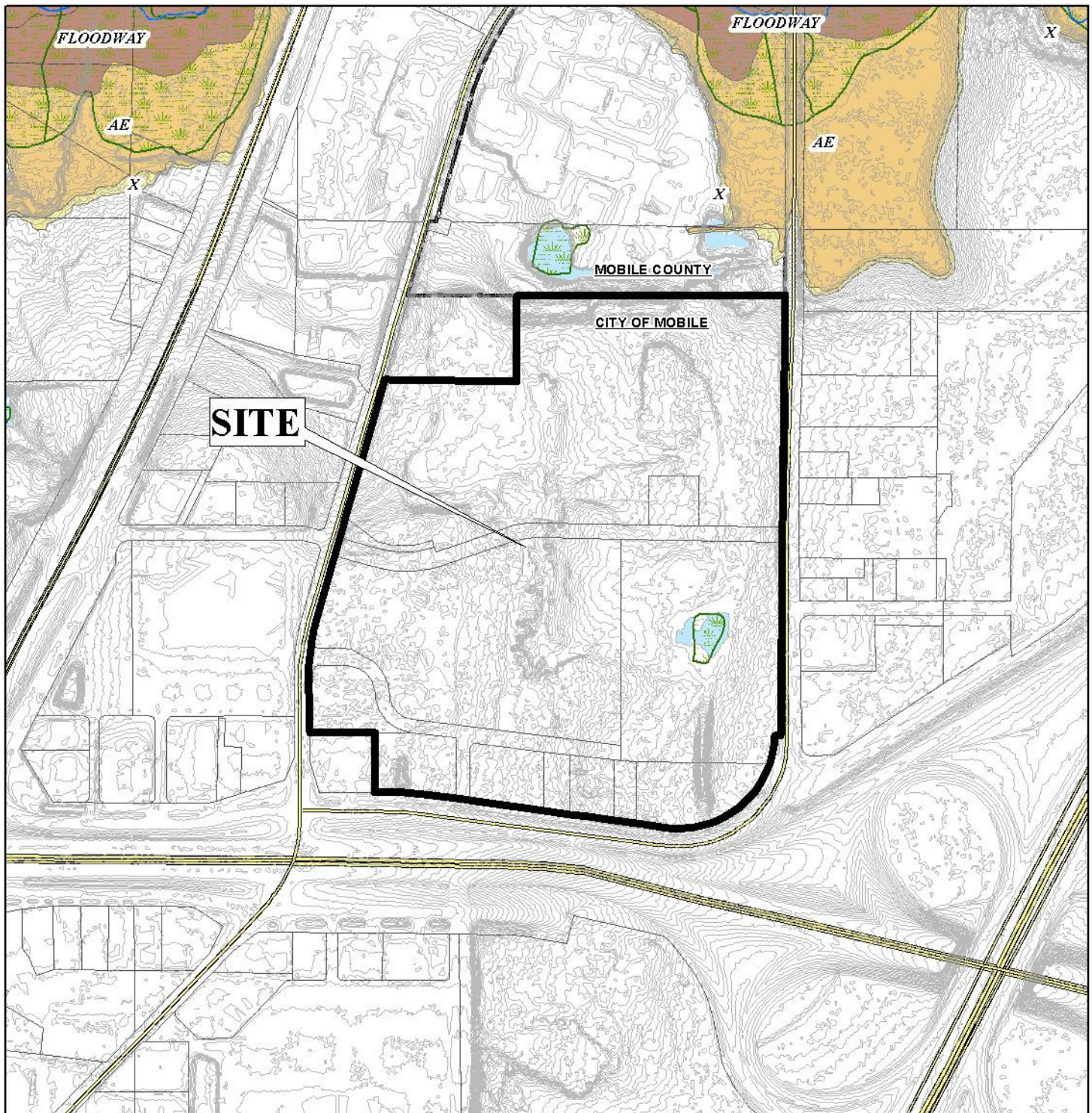
REQUEST Subdivision, Planned Unit Development

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	



NTS

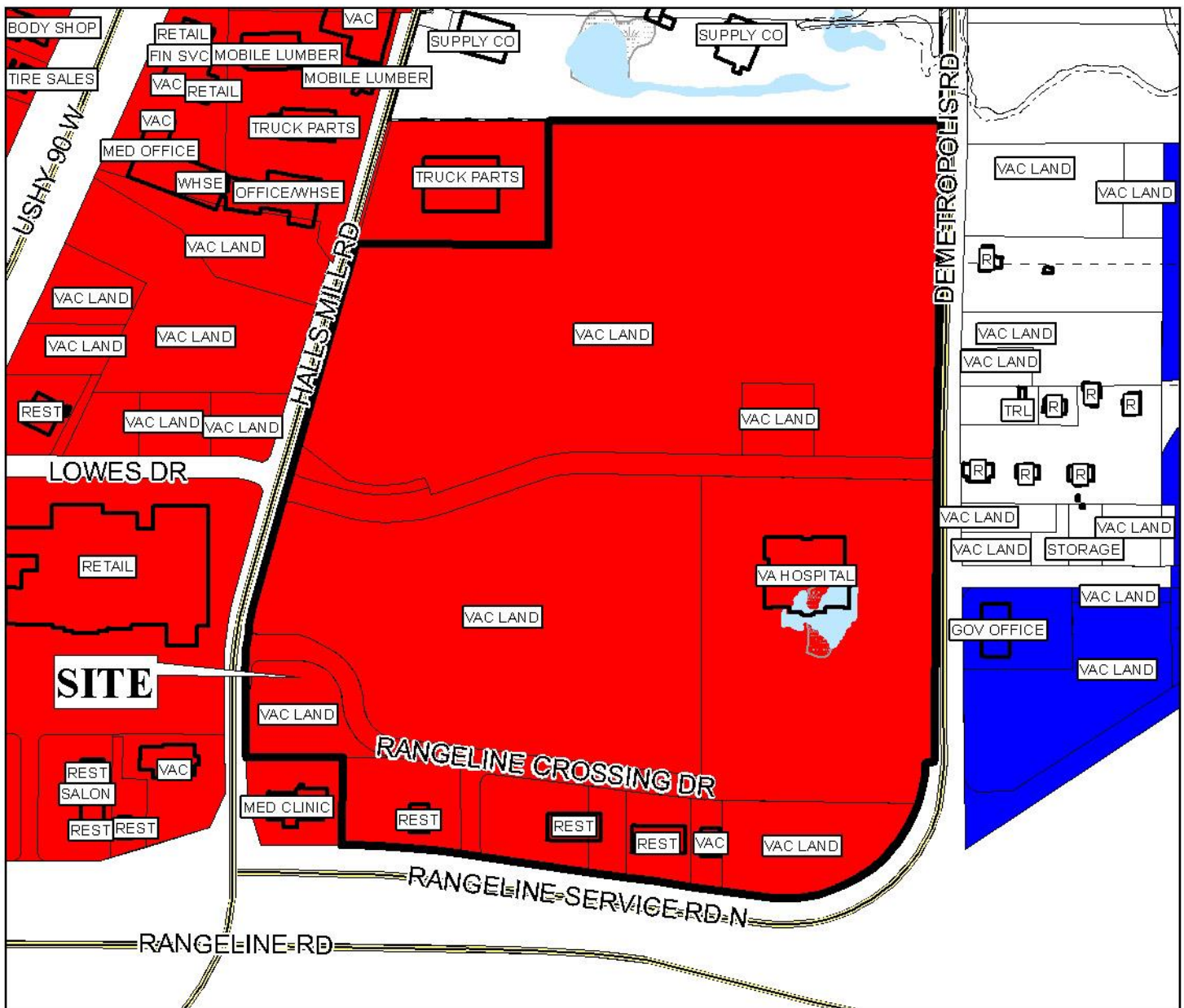
ENVIRONMENTAL LOCATOR MAP



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REQUEST Subdivision, Planned Unit Development



PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



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

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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



NTS

PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



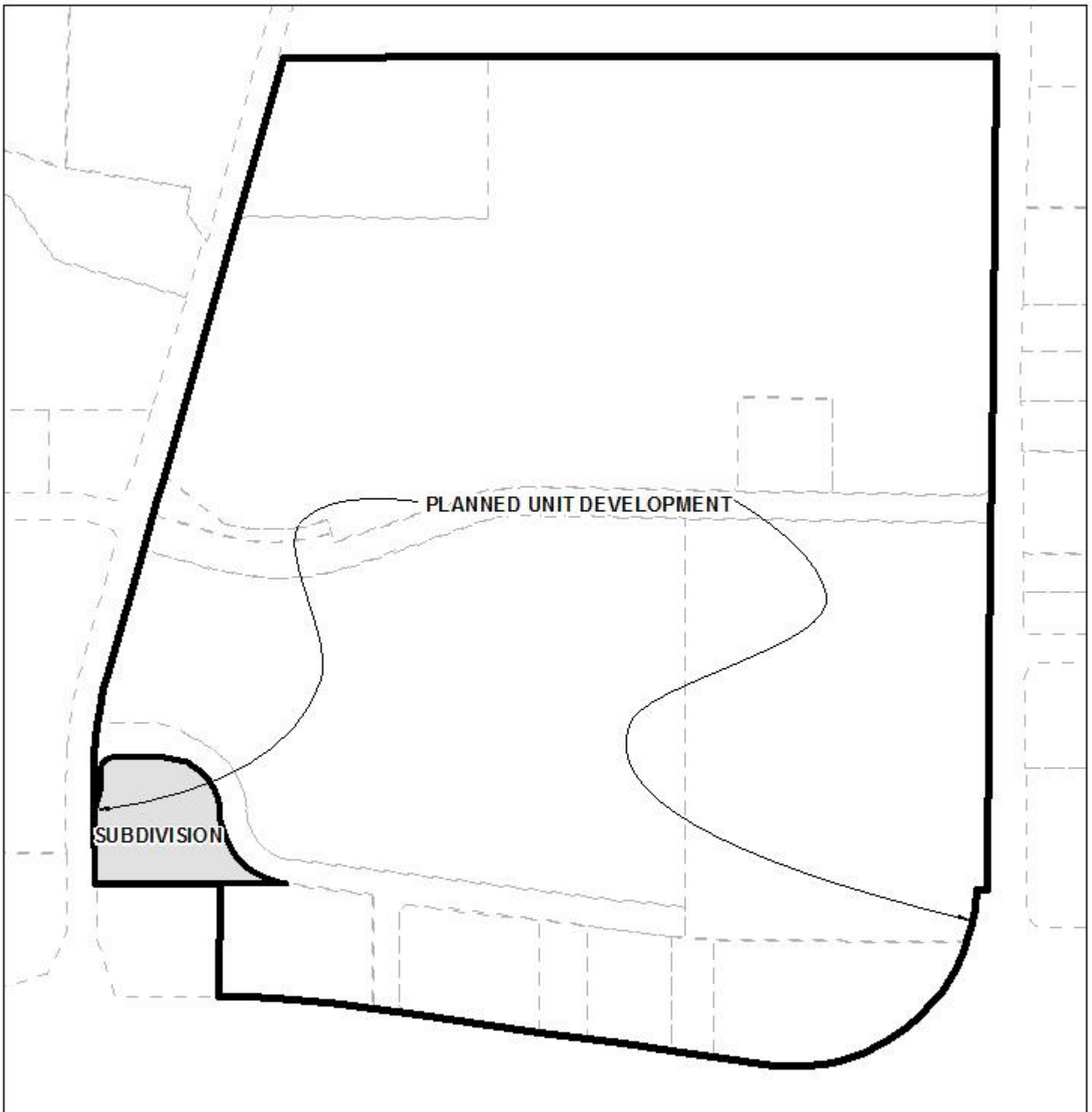
The site is surrounded by vacant land, medical and commercial units.

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 REQUEST Subdivision, Planned Unit Development



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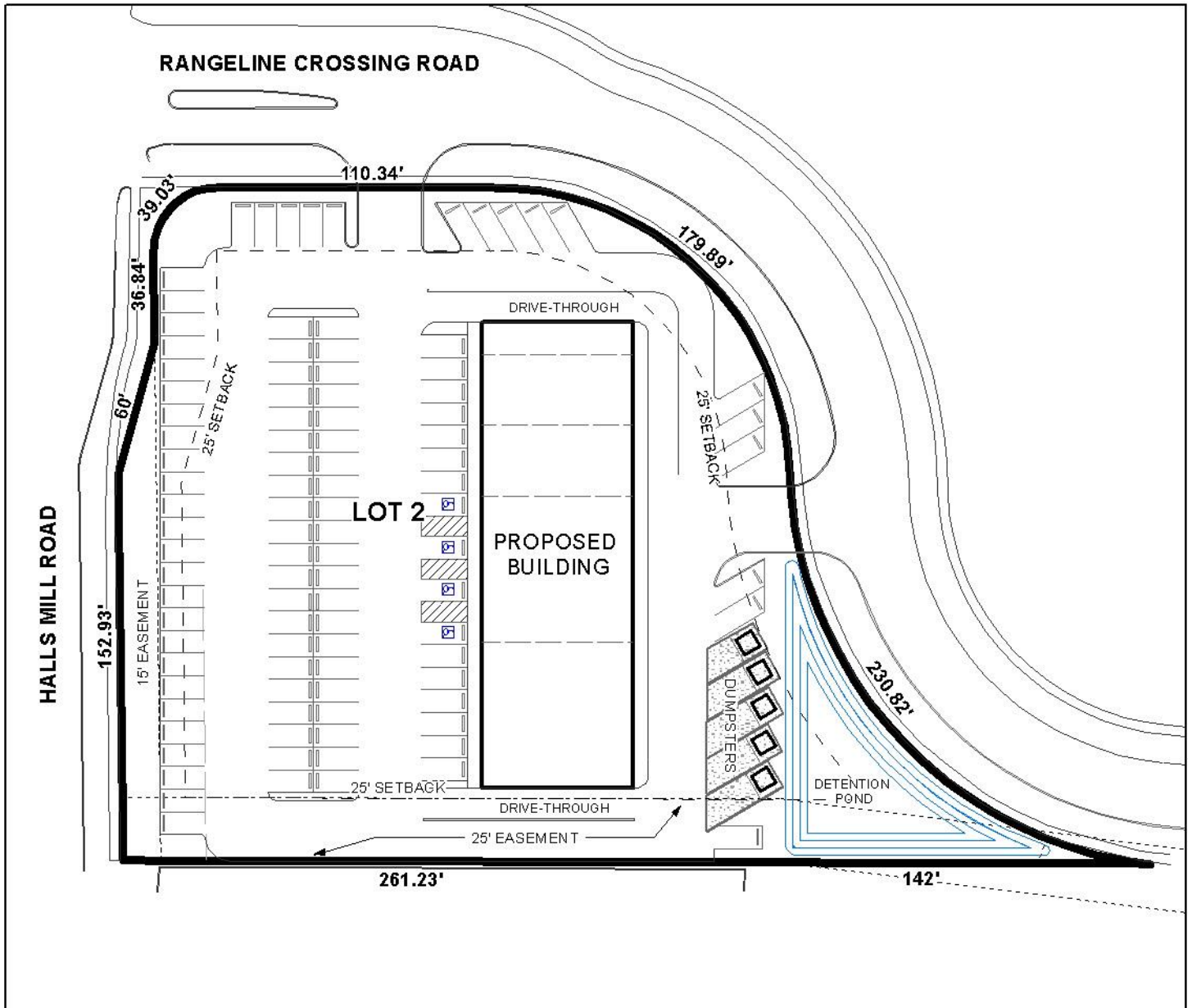
DETAIL SITE PLAN



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SITE PLAN



The site plan illustrates proposed building, parking, easements and setback.

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