

**PLANNED UNIT DEVELOPMENT
& SUBDIVISION STAFF REPORT****Date: December 3, 2020****DEVELOPMENT NAME**

ALDI at Rangeline Crossing

SUBDIVISION NAME

Rangeline Crossing, Phase Four

LOCATION

North side of Rangeline Crossing Drive extending to the East side of Halls Mill Road and to the West side of Demetropolis Road.

**CITY COUNCIL
DISTRICT**

District 4

AREA OF PROPERTY11 Lots / 52.8 ± Acres (Subdivision)
17 Lots (proposed) 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 11 lots from two (2) existing lots.

**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. Provide and label the monument set or found at each subdivision corner.
- C. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer.
- D. Provide the Surveyor's Certificate.
- E. Provide the Surveyor's and Owner's (notarized) signatures.
- F. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 21 - #88 and FLIGHT 22- #94) LOTS 1 thru 10, Private Roadways, and Common Areas WILL NOT receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control).

- G. Add a note 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.
- H. Add a note 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.
- I. 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.
- J. Add a note 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.
- K. Add a note that all easements shall remain in effect until vacated through the proper Vacation process.
- L. 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.
- M. 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:

Retain NOTES #1 - #6, as shown on the PUD FOR ALDI AT RANGELINE CROSSING by Byrd Surveying, Inc. dated October 21, 2020.

TRAFFIC ENGINEERING

COMMENTS A traffic impact study has been previously prepared for this overall site and included the existing (built) development and a proposed 11,000 SF retail. The report submitted was not considered a final, accepted study as issues within it were identified that need to be addressed. A revised study is to 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.

Although the current study does not include this proposed addition to the site, the original study did assume a grocery retail site among the proposed land uses. The original study is the basis for the offsite improvements that are currently under construction under City of Mobile right of way permit ROW-032640-2019. The revised study (currently in draft form) removed the grocery as a proposed use, yet still confirmed the off-site improvements along Halls Mill Road are needed to mitigate the development of the site. The adjacent public roadways are estimated to have adequate levels of service however the private street (Rangeline Crossing Dr) is estimated to have failing

levels of service in the peak hour. As development plans continue to evolve with this site, additional controlled access points to public streets will help distribute the traffic to the street network. The private street of Rangeline Crossing Dr will continue to exhibit failing levels of service if development continues to only be concentrated primarily to this street.

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 11 lots from two (2) existing lots. 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 OWNER HAS THE PROPOSED LOT 3, RANGELINE CROSSING, PHASE FOUR UNDER CONTRACT FOR THE DEVELOPMENT AND CONSTRUCTION OF AN ALDI FOOD STORE. SINCE ALL OF RANGELINE CROSSING IS INCLUDED IN A PLANNED UNIT DEVELOPMENT, IT IS NECESSARY TO SUBMIT THIS REVISION. ALSO, HE IS PROPOSING TO DIVIDE THE REMAINING PROPERTY INTO 10 ADDITIONAL LOTS VIA THE SUBDIVISION APPLICATION.

The site (or parts thereof), have been before the Planning Commission seven times beginning in 2016, most recently at the Commission's November 5, 2020 meeting, 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 proposed lot in question, and to create 11 new lots from two (2) existing lots.

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 19,200 square foot, single tenant retail building with 96 parking spaces on a 2.6 acre site (proposed Lot 3). It is not clear if the proposed accessible parking spaces comply with the van accessible dimensional requirements, however, there is sufficient area within the parking lot to ensure compliance as needed. The retail building only requires 64 parking spaces, as no restaurant use is proposed. A loading dock area is also depicted on the rear of the building, along with a dumpster.

The proposed development will comply with the front and overall landscape area requirements, but tree compliance is not depicted on the site plan. The site will require 19 frontage trees and 5 parking trees. Perimeter trees are not required along common lot lines within a PUD. Tree compliance should be coordinated with staff and depicted on any site plan submitted for land disturbance and building permits.

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 dumpster placement and enclosure must comply with Zoning Ordinance requirements.

Access to the proposed building site (Lot 3) will be via Rangeline Crossing Drive, a private street. The building site will have two curb-cuts onto Rangeline Crossing Drive and will share access to another proposed lot (Lot 7) to the North and West of the site.

Regarding the other proposed 10 lots within the overall PUD, all appear to meet minimum area requirements for properties with access to both water and sanitary sewer, and all appear to meet minimum lot width requirements. Proposed lot sizes range from 0.95 acres to 13.48 acres. All lots will have at least 185 feet of frontage on an abutting street.

Several of the proposed lots are irregularly shaped, including Lot 7 and Lot 9. Lot 7 will have frontage on Rangeline Crossing Drive and on the unbuilt Yogger Pass. Lot 9 will have frontage on Demetropolis Road, on Yogger Pass, and on Halls Mill Road. Two lots, Lots 6 and 10, will not have frontage on a street until Yogger Pass is built. A new 1.5 acre common area will not have frontage on any street.

Curb-cut access for all proposed lots should be limited to an approved PUD. Additionally, development of Lots 6 and 10 will require completion of Yogger Pass prior to development.

In the most recent Subdivision and PUD approvals from **November 5, 2020**, the following Traffic Engineering comments were included as one of the conditions of approval:

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.

The required off-site improvements have been permitted but are not yet complete. Additionally, a revised Traffic Impact Study has not been provided as required by the November 5, 2020 approval.

The Rangeline Crossing Planned Unit Development includes significant areas for future development. PUD approval is for the development shown on the site plan. Additional future development of the other proposed lots will require new PUD applications. Also, any future developments which significantly increase 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 November 2020 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 (*A traffic impact study has been previously prepared for this overall site and included the existing (built) development and a proposed 11,000 SF retail. The report submitted was not considered a final, accepted study as issues within it were identified that need to be addressed. A revised study is to 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. Although the current study does not include this proposed addition to the site, the original study did assume a grocery retail site among the proposed land uses. The original study is the basis for the offsite improvements that are currently under construction under City of Mobile right of way permit ROW-032640-2019. The revised study (currently in draft form) removed the grocery as a proposed use, yet still confirmed the off-site improvements along Halls Mill Road are needed to mitigate the development of the site. The adjacent public roadways are estimated to have adequate levels of service however the private street (Rangeline Crossing Dr) is estimated to have failing levels of service in the peak hour. As development plans continue to evolve with this site, additional controlled access points to public streets will help distribute the traffic to the street network. The private street of Rangeline Crossing Dr will continue to exhibit failing levels of service if development continues to only be concentrated primarily to this street. 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. Provide and label the monument set or found at each subdivision corner. C. Add a signature block for the Owner, Notary Public, Planning Commission, Traffic Engineer, and City Engineer. D. Provide the Surveyor's Certificate. E. Provide the Surveyor's and Owner's (notarized) signatures. F. Add a note to the SUBDIVISION PLAT stating that as shown on the 1984 aerial photo (FLIGHT 21 - #88 and FLIGHT 22- #94) LOTS 1 thru 10, Private Roadways, and Common Areas WILL NOT receive historical credit of existing (1984) impervious area towards stormwater detention requirement per Mobile City Code, Chapter 17, Storm Water Management and Flood Control). G. Add a note 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*. H. Add a note 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. I. 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. J. Add a note 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. K. Add a note that all easements shall remain in effect until vacated through the proper Vacation process. L. 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. M. 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:

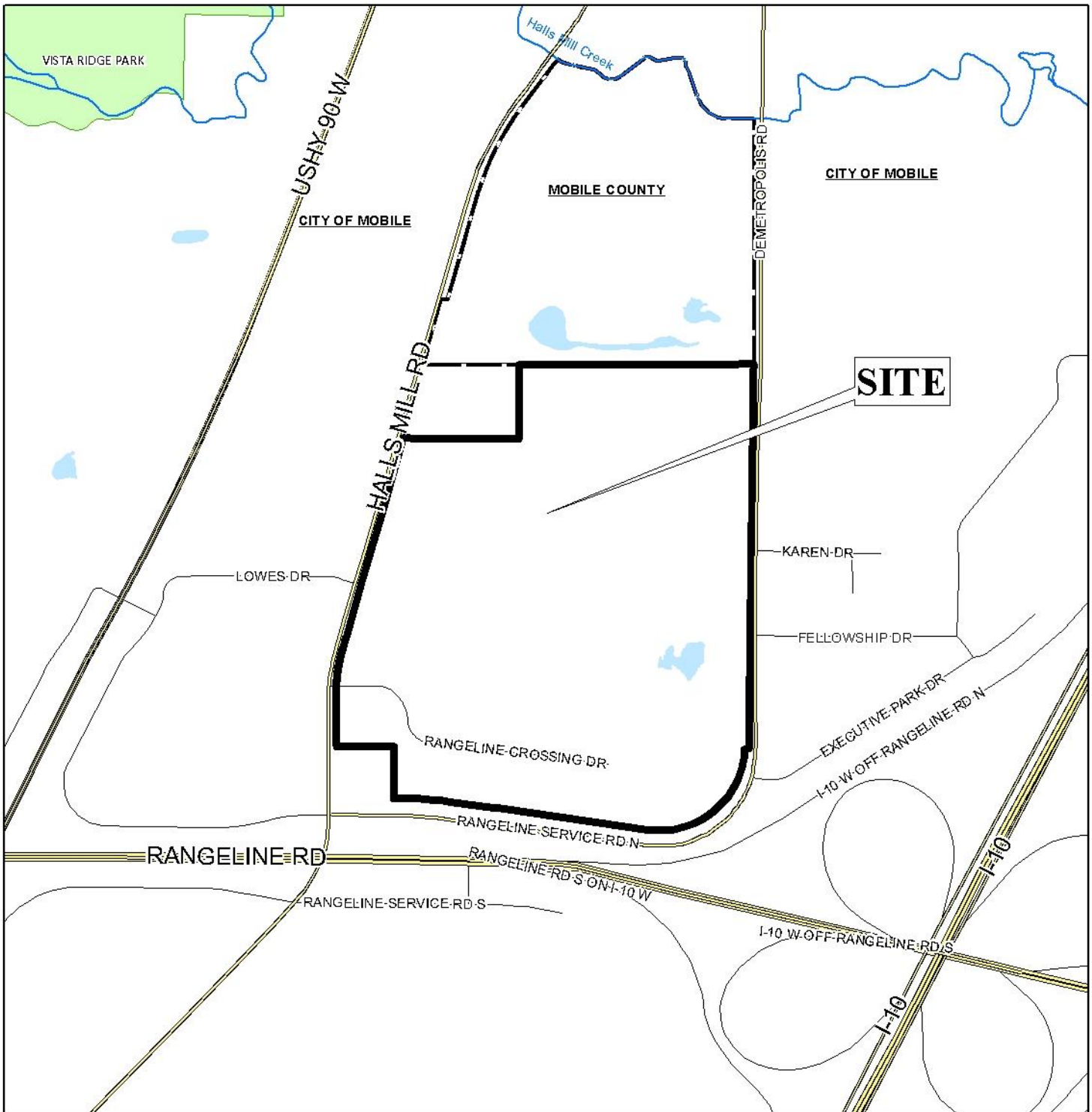
- 1) The approval is for the proposed 19,200 square foot development shown on the site plan, and the creation of 11 lots. Additional future development within the overall Planned Unit

Development will require a new PUD application, and any future 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 November 2020 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 (*A traffic impact study has been previously prepared for this overall site and included the existing (built) development and a proposed 11,000 SF retail. The report submitted was not considered a final, accepted study as issues within it were identified that need to be addressed. A revised study is to 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. Although the current study does not include this proposed addition to the site, the original study did assume a grocery retail site among the proposed land uses. The original study is the basis for the offsite improvements that are currently under construction under City of Mobile right of way permit ROW-032640-2019. The revised study (currently in draft form) removed the grocery as a proposed use, yet still confirmed the off-site improvements along Halls Mill Road are needed to mitigate the development of the site. The adjacent public roadways are estimated to have adequate levels of service however the private street (Rangeline Crossing Dr) is estimated to have failing levels of service in the peak hour. As development plans continue to evolve with this site, additional controlled access points to public streets will help distribute the traffic to the street network. The private street of Rangeline Crossing Dr will continue to exhibit failing levels of service if development continues to only be concentrated primarily to this street. 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 (*Retain NOTES #1 - #6, as shown on the PUD FOR ALDI AT RANGELINE CROSSING by Byrd Surveying, Inc. dated October 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) Depiction of compliance with lighting, dumpster, tree and landscape requirements of the Zoning Ordinance at time of application for land disturbance;
- 8) Provision of a revised PUD site plan reflecting any conditions of approval;
- 9) Completion of the Subdivision process prior to any request for Certificates of Occupancy; and

10) Full compliance with all other municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 5 DATE December 3, 2020

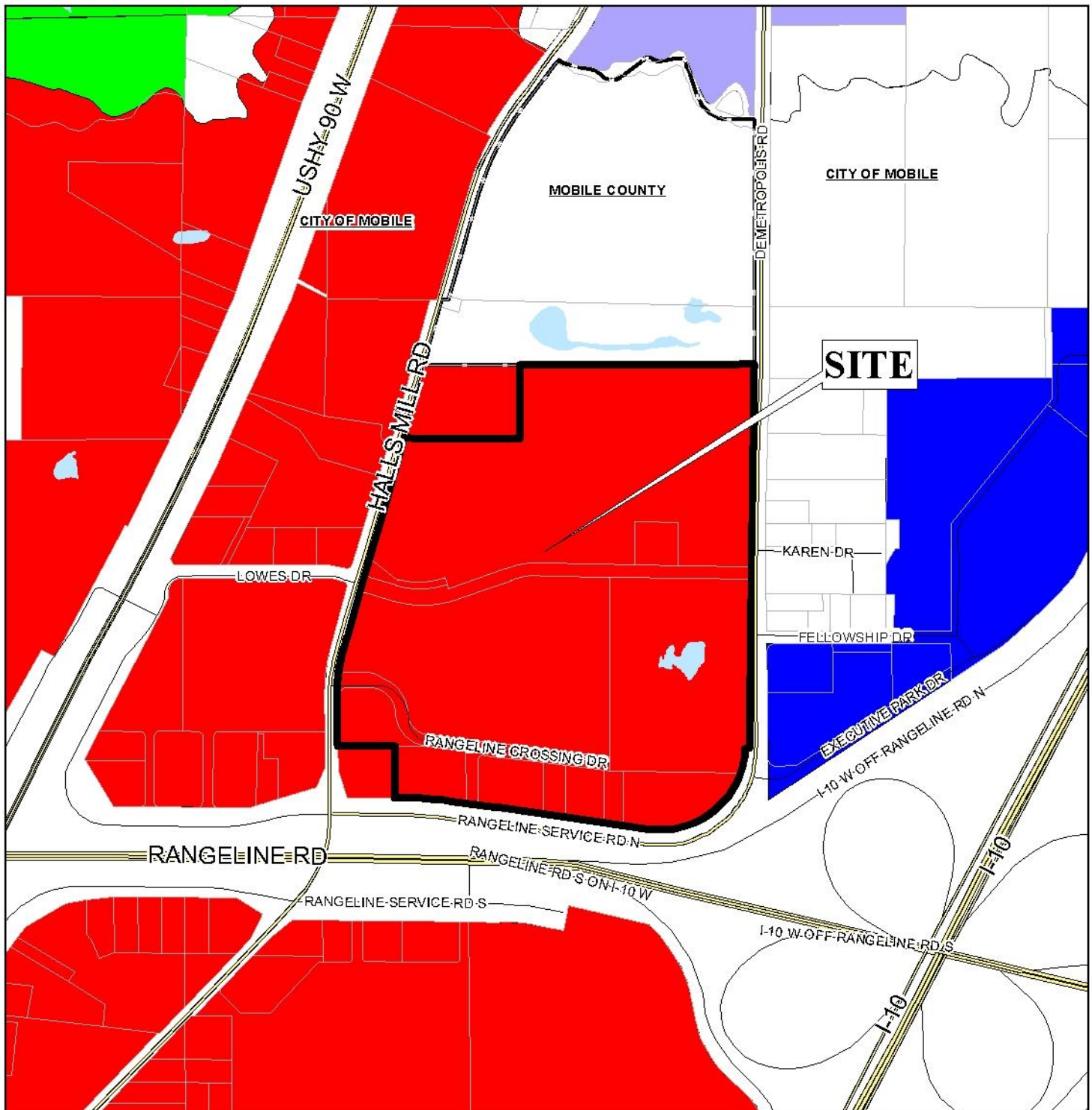
APPLICANT Rangline Crossing, Phase Four

REQUEST Subdivision, Planned Unit Development



NTS

LOCATOR ZONING MAP



APPLICATION NUMBER 5 DATE December 3, 2020

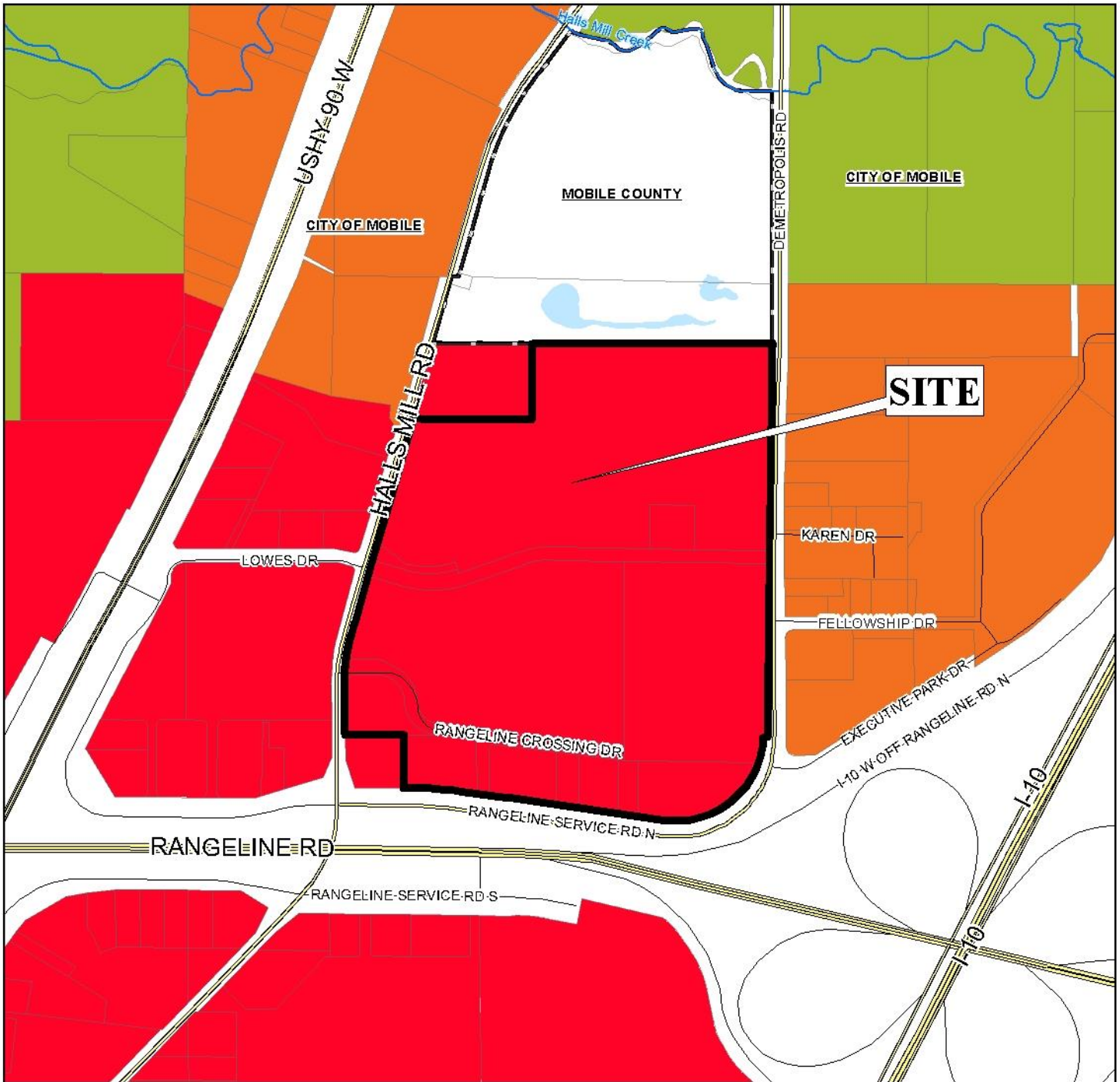
APPLICANT Rangline Crossing, Phase Four

REQUEST Subdivision, Planned Unit Development



NTS

FLUM LOCATOR MAP



APPLICATION NUMBER 5 DATE December 3, 2020

APPLICANT Rangeline Crossing, Phase Four

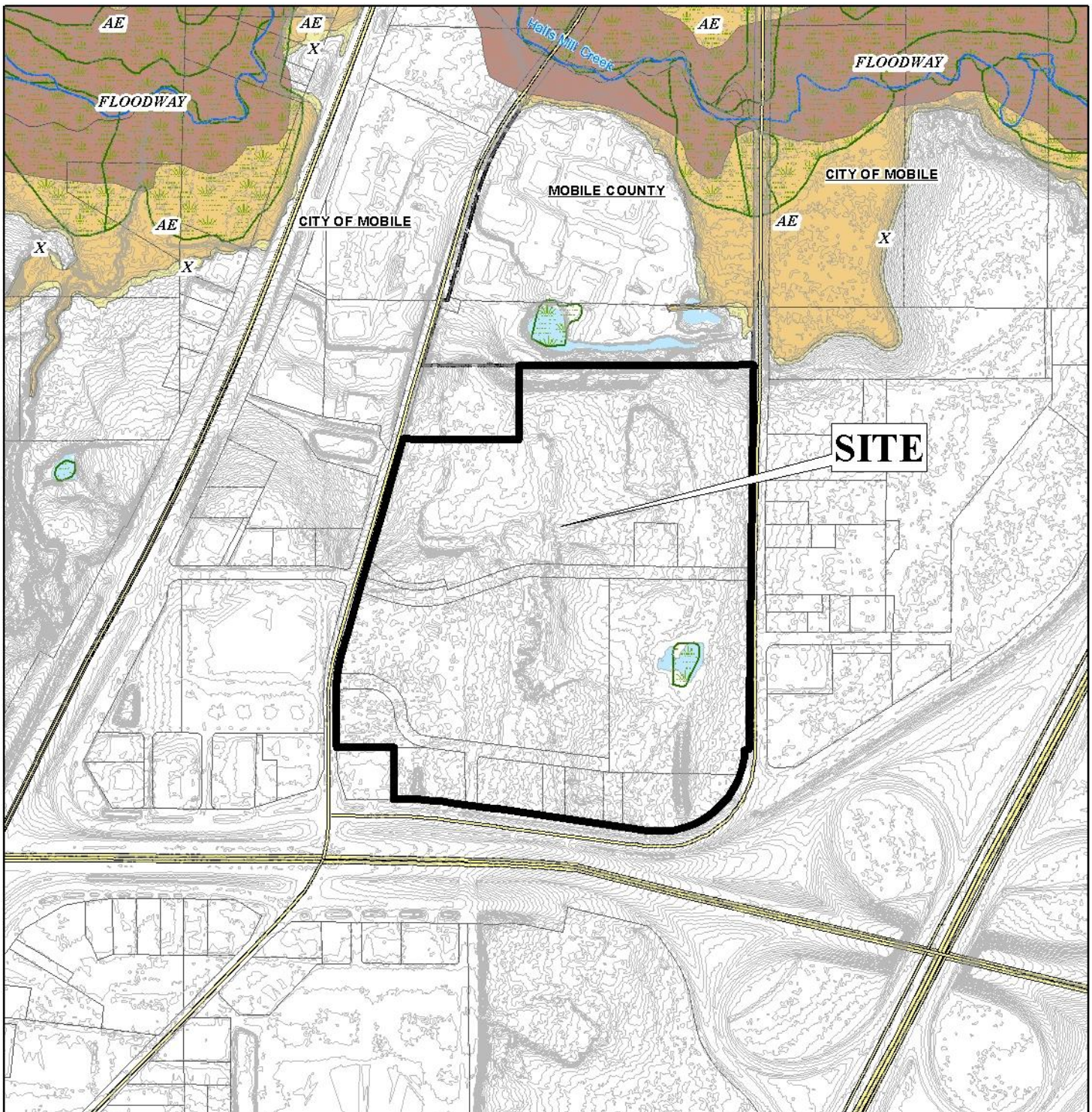
REQUEST Subdivision, Planned Unit Development

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|--|---|---|---|
| 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



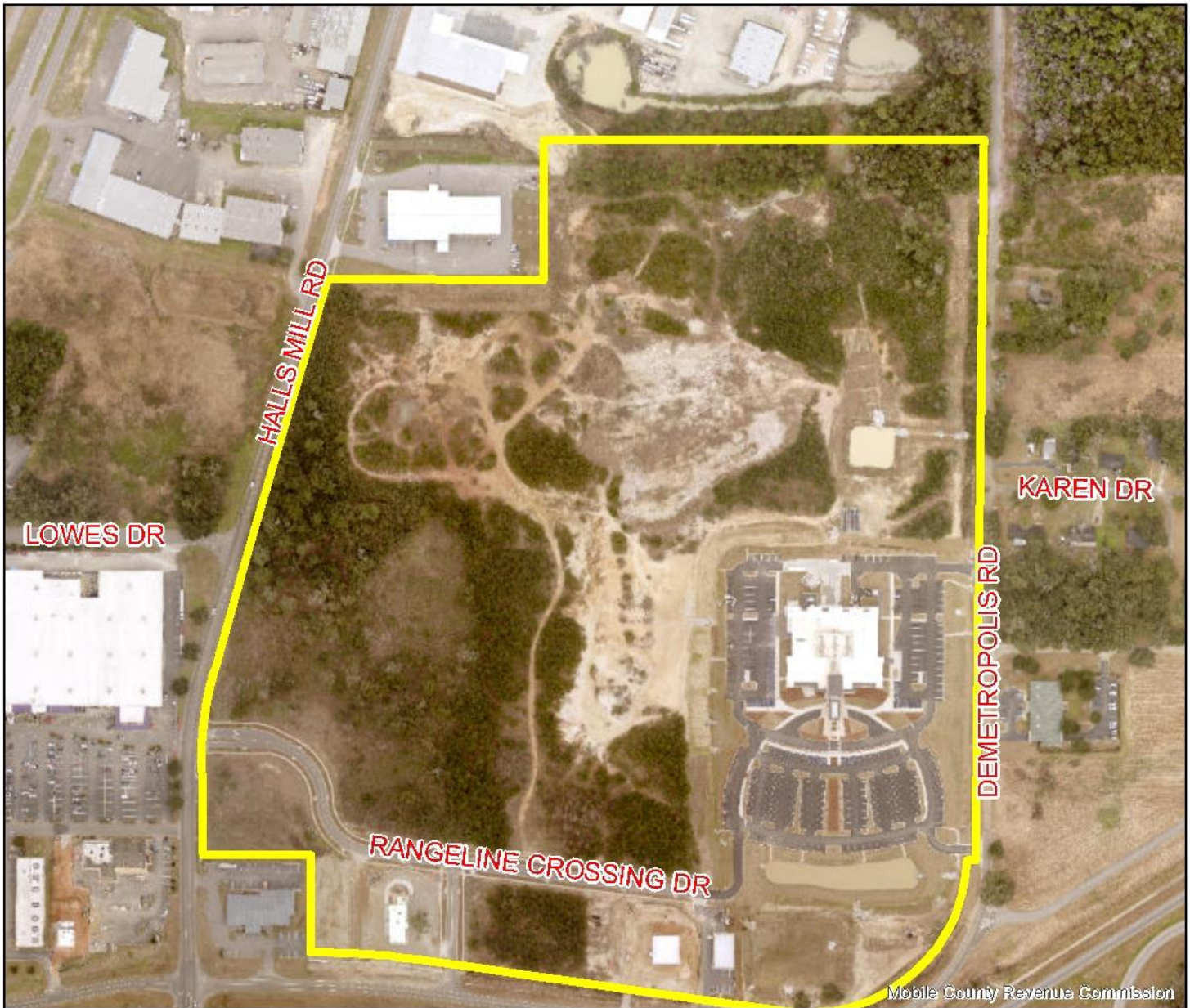
APPLICATION NUMBER 5 DATE December 3, 2020

APPLICANT Rangline Crossing, Phase Four

REQUEST Subdivision, Planned Unit Development



PLANNING COMMISSION VICINITY MAP - EXISTING AERIAL



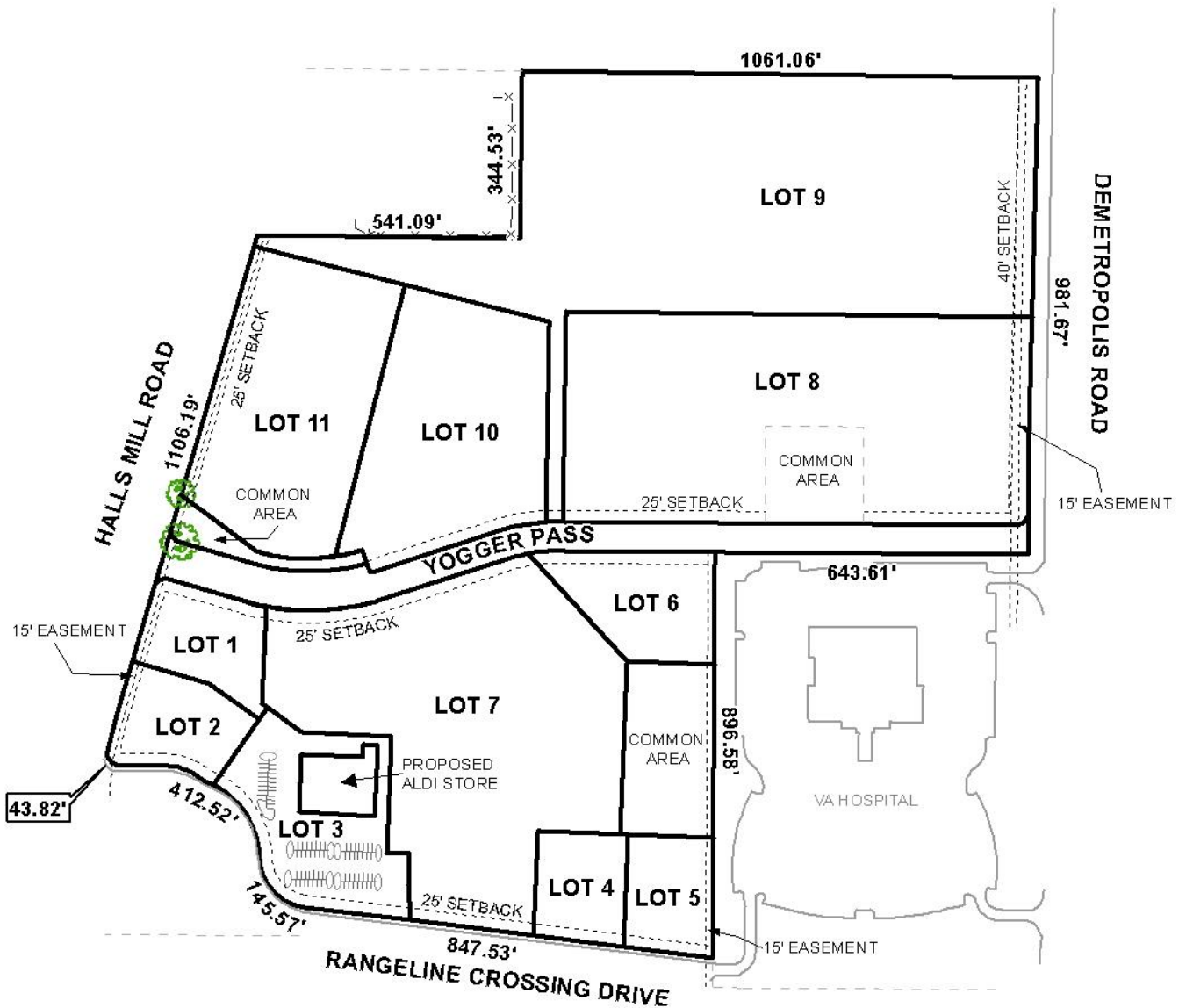
The site is surrounded by commerical units and vacant lands.

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 REQUEST Subdivision, Planned Unit Development



NTS

SITE PLAN



The site plan illustrates setbacks, easements, proposed lots and proposed store.

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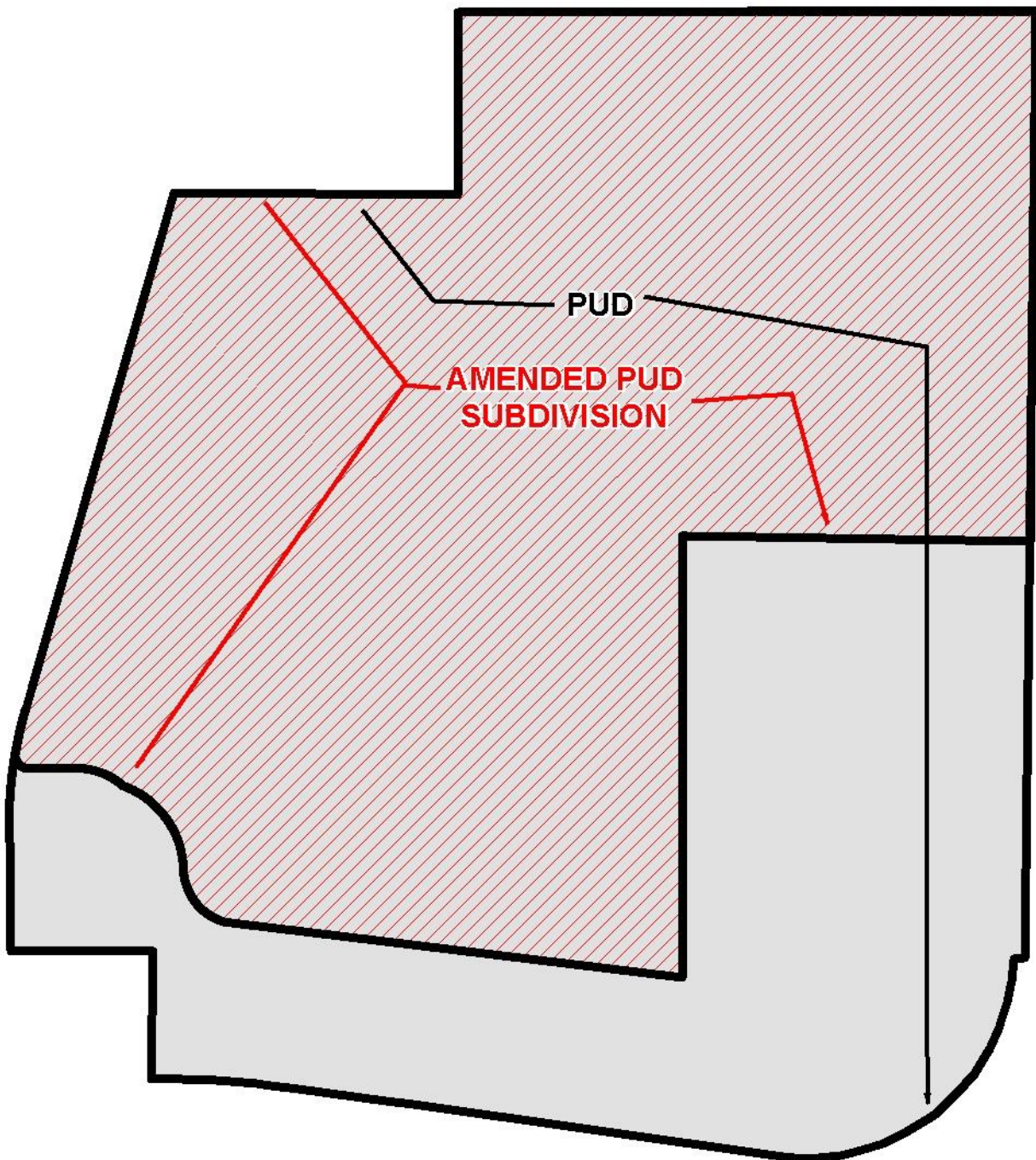
APPLICANT Rangeline Crossing, Phase Four

REQUEST Subdivision, Planned Unit Development



NTS

DETAIL SITE PLAN



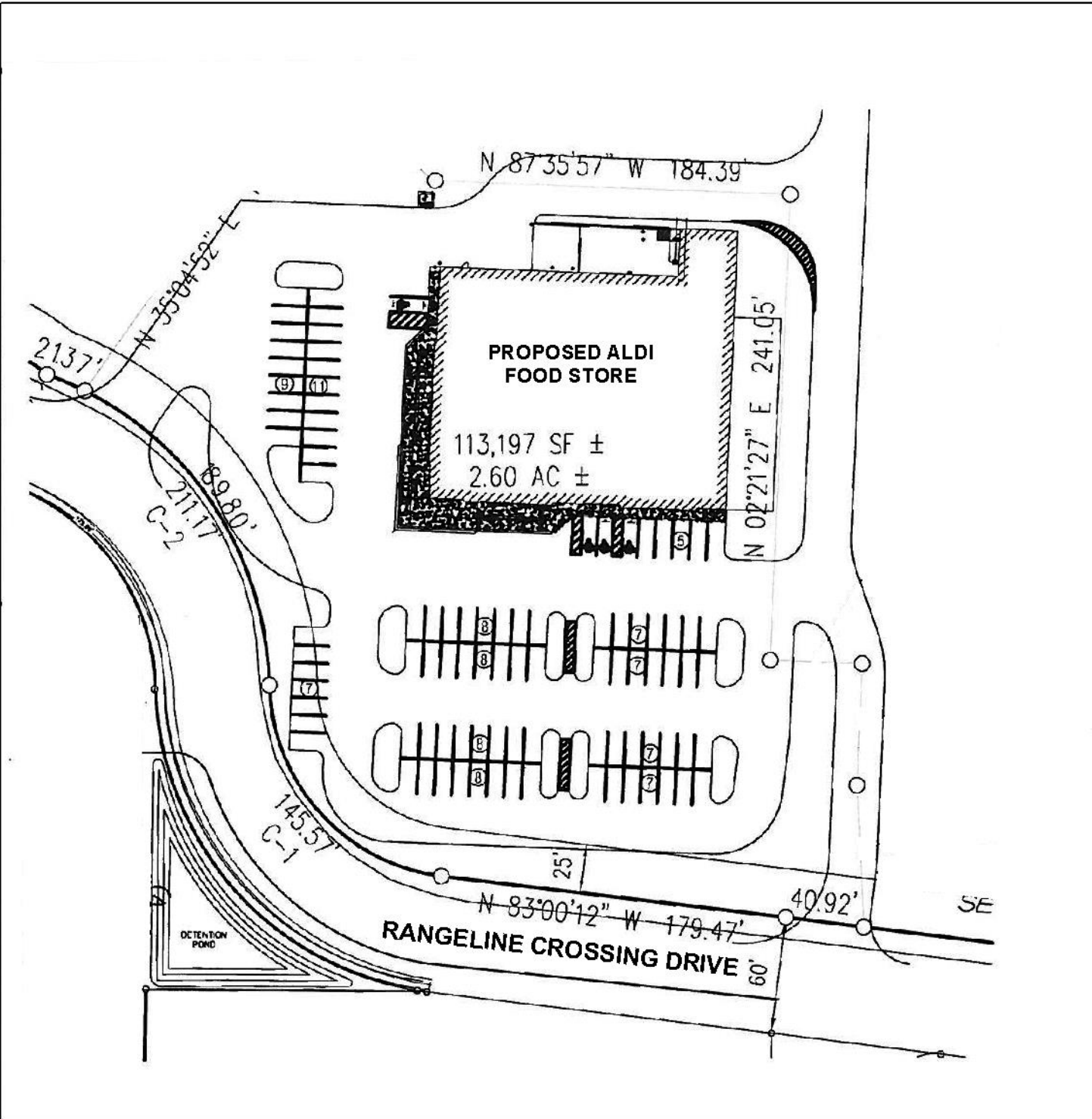
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APPLICANT Rangline Crossing, Phase Four

REQUEST Subdivision, Planned Unit Development



DETAIL SITE PLAN



APPLICATION NUMBER 5 DATE December 3, 2020

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