

## **COMMONWEALTH NATIONAL BANK SUBDIVISION**

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 applicant is responsible for verifying if the site contains wetlands. The site can be checked against the National Wetlands Inventory on the COM web site Environmental Viewer. If the site is included on the NWI, it is the applicant's responsibility to confirm or deny the existence of regulatory wetlands.

Traffic Engineering Comments: Driveway number, sizes, location and design to be approved by Traffic Engineering and conform to AASHTO standards.

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).

The plat illustrates the proposed 1.4±acre, one-lot subdivision which is located on the East side of St. Stephens Road, 460'± North of the East terminus of Allison Street, extending to the West side of Dr. Martin Luther King, Jr. Avenue, 60'± South of the East terminus of Osage Street, and is in Council District 2. The site is served by public water and sanitary sewer.

The purpose of the resubmission of this application is to create a lot of record from a single metes and bounds parcel and to amend a condition placed on the previous preliminary approval. The applicant requests that the condition requiring the placement of a note on the final plat stating that future redevelopment of the site is limited to a single curb cut to each street be amended to state that the curb cut(s) number, size, location and design to be approved by Traffic Engineering and to conform to AASHTO standards.

The site fronts Dr. Martin Luther King, Jr. Avenue, with a 60' right-of-way, and St. Stephens Road, with a 50-foot right-of-way. St. Stephens Road is a planned major street (U.S. Highway 45), which requires a 100-foot right-of-way; as such, dedication sufficient to provide 50 feet from the centerline of St. Stephens Road should be required. Additionally, Dr. Martin Luther King, Jr. Avenue functions as a collector street channeling traffic from the vicinity to St. Stephens Road.

The site is currently developed with two curb cuts to each street. Limiting the number of curb cuts for future development was used as a method of access management.

The plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions: 1) dedication of sufficient right-of-way to provide 50 feet from the centerline of St. Stephens Road; 2) adjustment of the 25-foot building setback line to reflect the dedication; 3) the placement of a note on the final plat stating that future redevelopment of the site is limited to a single curb cut to each street with the size, location and design to be approved by Traffic Engineering and to conform to AASHTO standards; and 4) 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 61-929 and City Code Chapters 57 and 64). Mobile Tree Commission Permit is required before removing trees from existing city right of way.).

## LOCATOR MAP



APPLICATION NUMBER 1 DATE July 6, 2006

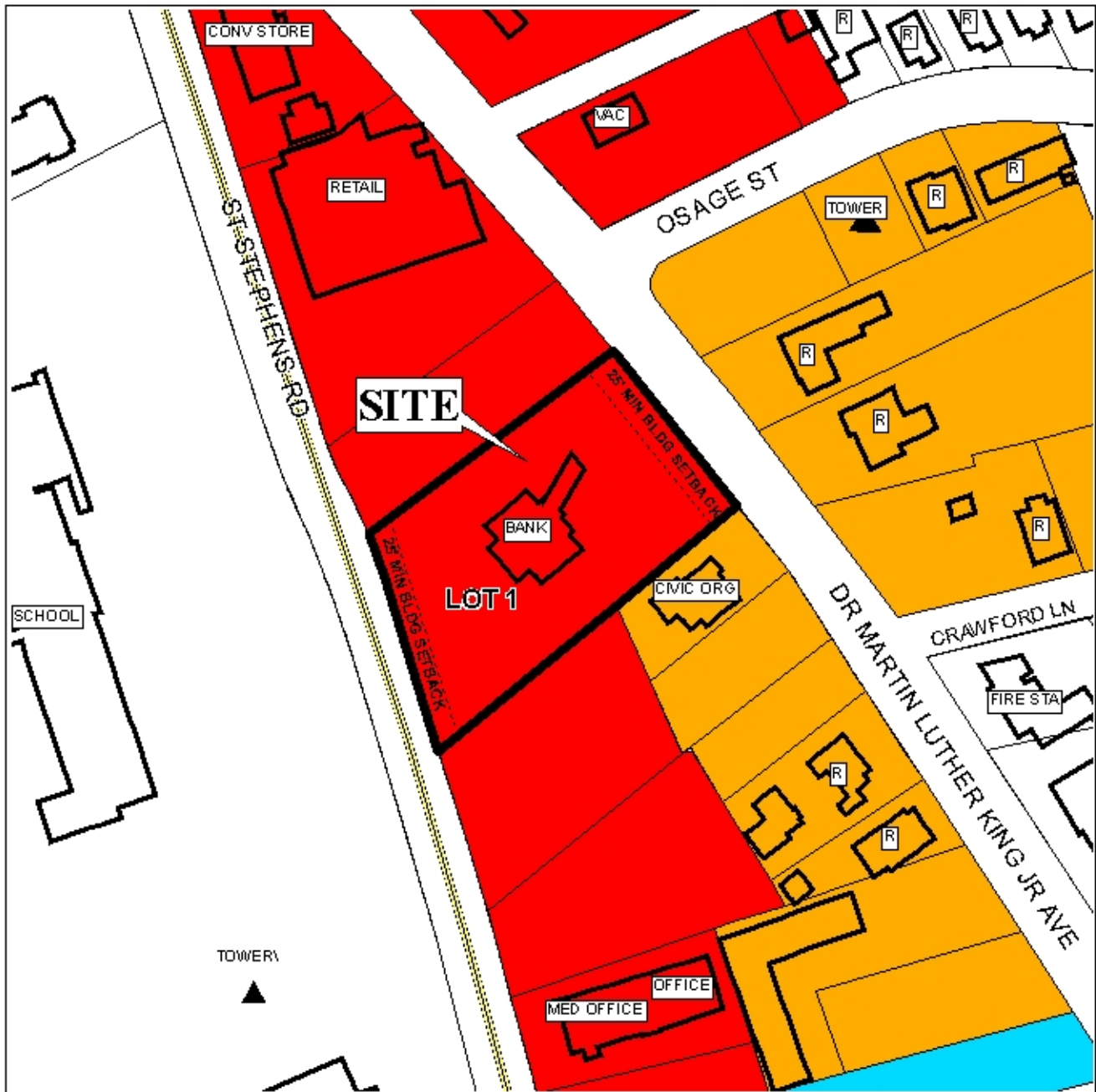
APPLICANT Commonwealth National Bank Subdivision

REQUEST Subdivision



NTS

# COMMONWEALTH NATIONAL BANK SUBDIVISION



APPLICATION NUMBER 4 DATE August 17, 2006

LEGEND

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