

WESLEY STATION SUBDIVISION

Engineering Comments: Land disturbance application required for required relocation of drainage structures, in approved applicable easements. After relocation of drainage structures is complete, the vacation of rights-of-way will be applied for. Upon vacation of the right-of-way, another land disturbance application will be made for the construction of a City Engineering approved cul-de-sac. In future development, detention will be required on-site. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.

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).

Fire Department Comments: No comments.

The plat illustrates the proposed 4.3 acre \pm , 2 lot subdivision which is located on the Southeast corner of Airport Boulevard and Wesley Avenue, extending through Henckley Avenue (unopened right-of-way, to be vacated), to the West terminus of Old Government Street (unopened right-of-way, to be vacated), 150' \pm West of Wildwood Avenue, and is in Council District 6. The applicant states that the subdivision is served by both public water and sanitary sewer.

The site was originally approved as a one-lot subdivision in October 2004, and received one extension in November 2005. The approved subdivision has now expired. The original application also included rezoning of the site, and that process has been completed, however the conditions associated with the rezoning have yet to be fulfilled.

The previous subdivision application was approved, subject to the following conditions:

- 1) the provision of an eight-foot wooden privacy fence and vegetative buffer where the site adjoins residential zoning, as offered by the applicant;
- 2) placement of a note on the final plat stating that no structures, parking or driveway(s) may be constructed within the southern 50' (between Wesley Avenue and Henckley Avenue [to be vacated]), as offered by the applicant;
- 3) completion of the vacation process prior to the recording of the final plat;
- 4) placement of a note on the final plat stating that the approval of Traffic Engineering and Urban Development is required for the location, number and design of all curb cuts;
- 5) the provision of a modified turnaround at the northern terminus of Henckley Avenue; and
- 6) placement of a note on the final plat stating that access to Henckley Avenue is denied.

The preliminary plat for the current subdivision depicts the previously required 50' "no building/drive buffer," a 35' vegetative buffer from the terminus of Henckley Avenue to the East

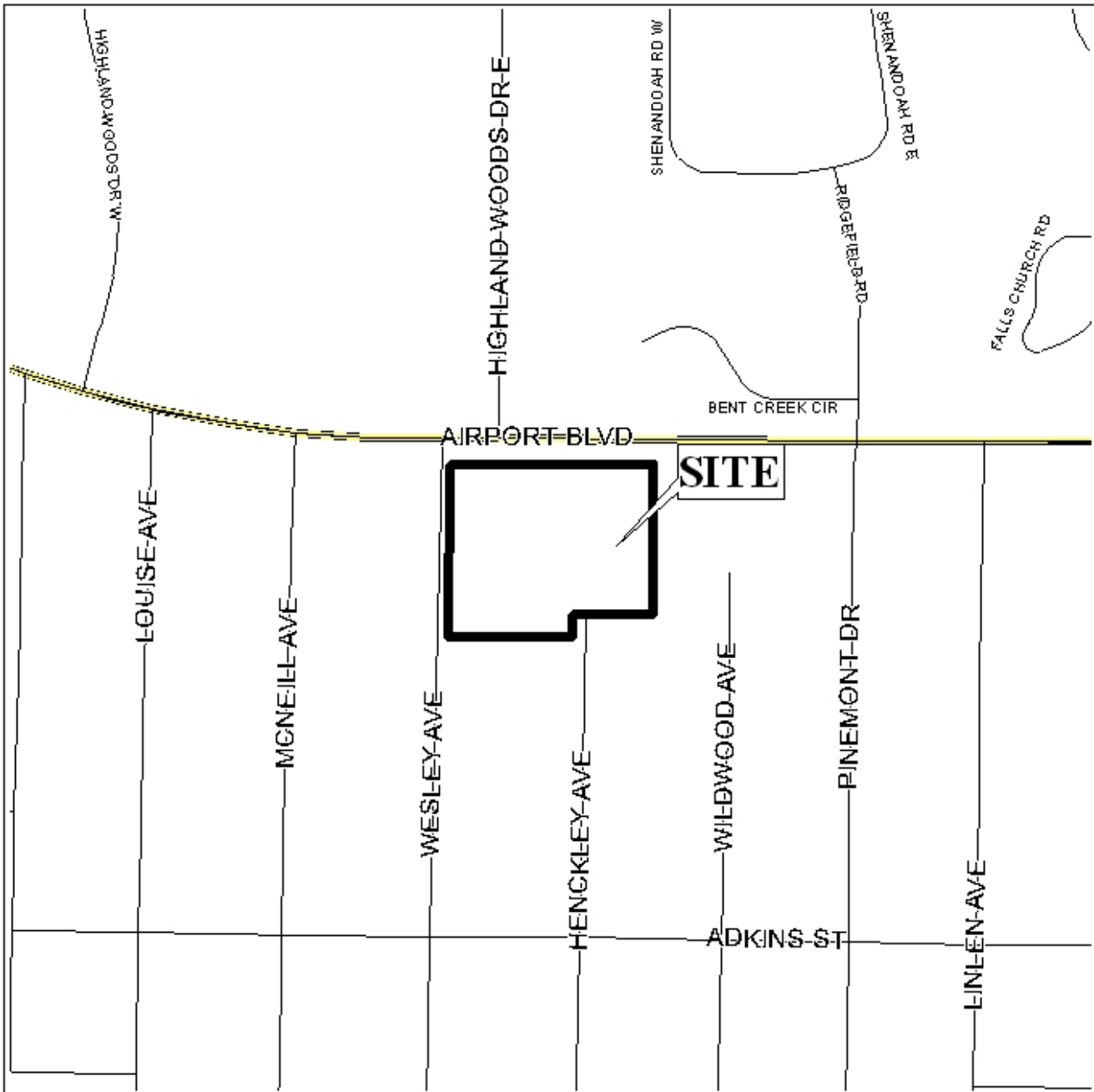
property line, as well as a 10' vegetative buffer along the East property line (there is no indication on the plat as to the provision of a wooden fence). The modified turn-around of item 5 is depicted on the plat. There are also notes on the preliminary plat addressing items 2, 4 and 6.

The vacation process has been initiated, however, the process has not been completed. As previously required, the vacation process must be completed prior to signing the final plat, if approved.

As the site is fronts Airport Boulevard, a major street, and two minor streets (Wesley and Henckley Avenue), access management is a concern. A note should be place on the final plat, if approved, stating that lot 1 is limited to one curb-cut onto Airport Boulevard and one curb-cut onto Wesley Avenue, that lot 2 is limited to one curb-cut onto Airport Boulevard and denied access to Henckley Avenue, and that the size, design and location of all curb-cuts are to be approved by the Planning Section of Urban Development and Traffic Engineering, and comply with AASHTO standards.

Based on the preceding, the plat is recommended for Tentative Approval, subject to the following conditions: 1) the provision of an eight-foot wooden privacy fence and vegetative buffer where the site adjoins residential zoning; 2) placement of a note on the final plat stating that no structures, parking or driveway(s) may be constructed within the southern 50' (between Wesley Avenue and Henckley Avenue [to be vacated]); 3) compliance with Engineering comments (*Land disturbance application required for required relocation of drainage structures, in approved applicable easements. After relocation of drainage structures is complete, the vacation of rights-of-way will be applied for. Upon vacation of the right-of-way, another land disturbance application will be made for the construction of a City Engineering approved cul-de-sac. In future development, detention will be required on-site. Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit.*); 4) completion of the vacation process prior to the recording of the final plat; 5) placement of a note on the final plat stating that lot 1 is limited to one curb-cut onto Airport Boulevard and one curb-cut onto Wesley Avenue, that lot 2 is limited to one curb-cut onto Airport Boulevard and denied access to Henckley Avenue, and that the size, design and location of all curb-cuts are to be approved by the Planning Section of Urban Development and Traffic Engineering, and comply with AASHTO standards; 6) the provision of a modified turnaround at the northern terminus of Henckley Avenue; 7) placement of a note on the final plat stating that access to Henckley Avenue is denied; and 8) full compliance with all other municipal codes and ordinances.

LOCATOR MAP



APPLICATION NUMBER 6 DATE December 7, 2006
APPLICANT Wesley Station Subdivision
REQUEST Subdivision



NTS

WESLEY STATION SUBDIVISION



APPLICATION NUMBER 6 DATE December 7, 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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