

LANDMARK INDUSTRIAL PARK SUBDIVISION,

UNIT III, PHASE II

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.

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 15.7± acre, 5-lot subdivision which is located on the South side of Halls Mill Road, 425'± West of Riviere du Chien Road and is in Council District 4. The site is served by public water and sanitary sewer.

The site is a variation of an earlier approved plat that was to be submitted and approved in phases, along with Administrative PUD applications. The purpose of the application is to create five lots of record from two existing lots of record and the remaining area shown as “future development” on the record plat. A new application is required, because they are increasing the number of lots.

The site fronts Halls Mill Road, which has an existing right-of-way of 60-feet, is a collector street and as such requires a 70-foot right-of-way; therefore, dedication of sufficient right-of-way to provide 35-feet from the centerline should be required.

The plat illustrates four flag-shaped lots (Lots 3, 4, 5, and 6), which are not typical of the area; however, existing and required drainage easements, the floodplain and a culvert cause development hardships and appear to require such a configuration. These lots would require a waiver of Section V.D.3. (maximum depth) of the Subdivision Regulations.

In the earlier application, allowing flag lots was mitigated by limiting curb cuts and allowing shared access between the lots. As before, a note should be required on the final plat stating that the site, *including Lot 1 from Phase I*, is limited to two curb cuts, with size, design and location to be approved by Traffic Engineering. In addition, as before, an Administrative Planned Unit Development application will be required, to provide for shared access between lots.

The final plat should also illustrate the building setback for the flag-shaped lots at the point where each lot is at least 60 feet wide.

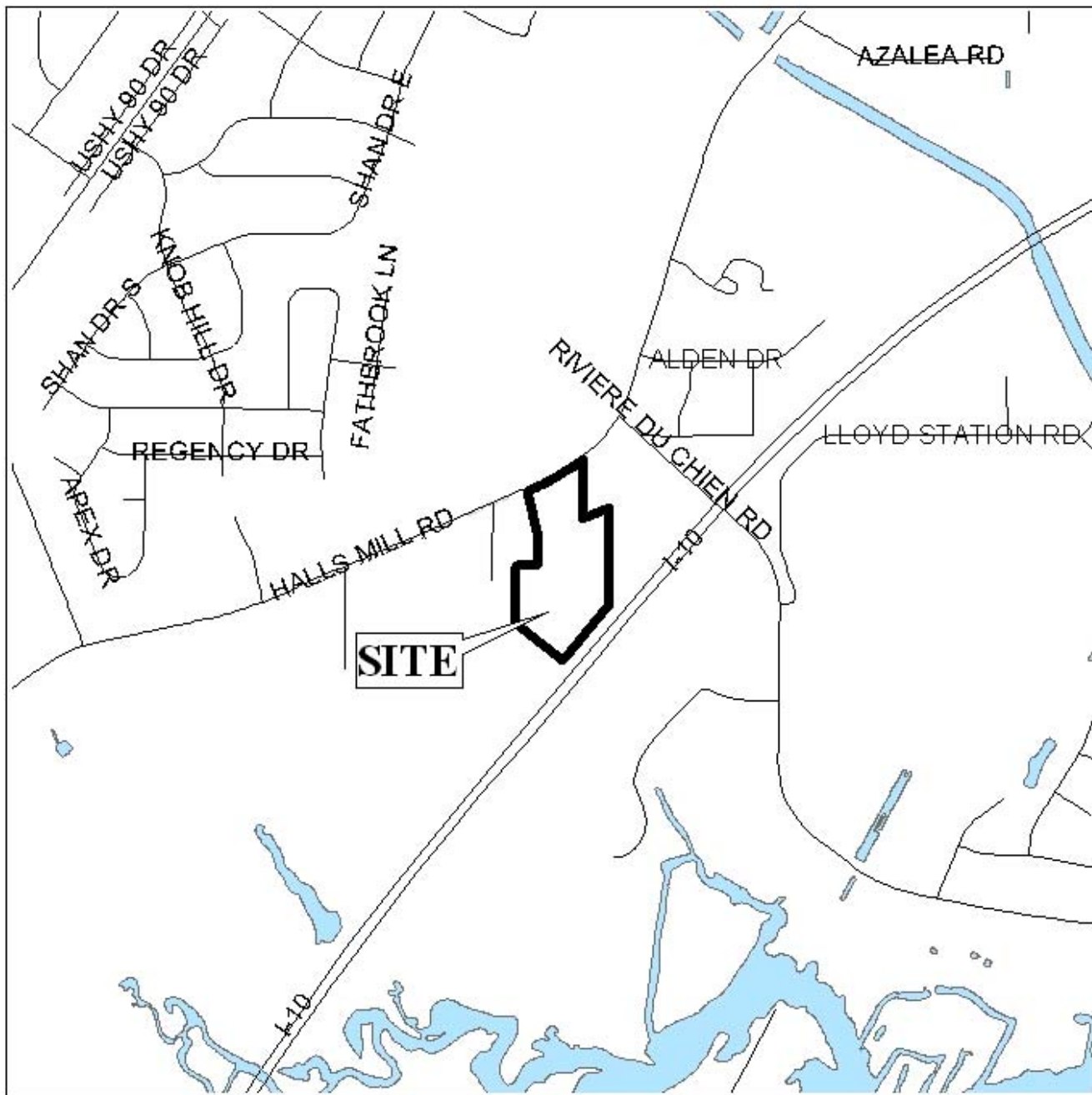
It should be noted that the prior approval required a note on the final plat stating that there would be no further resubdivision of the property; however, as this phase of the subdivision has never been recorded, and as the number of curb cuts to Halls Mill Road would not increase, approval of the subdivision would not appear to violate that condition. Nevertheless, since no road

construction is proposed, all remaining lots should be recorded simultaneously, rather than in phases, to ensure that additional lots are not sought in the future.

The site is in a floodplain and as such the area may be considered environmentally sensitive; therefore, the approval of all applicable federal state and local agencies would be required.

With a waiver of Section V.D.3. (maximum depth), the plat will meet the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions: 1) dedication sufficient to provide 35 feet from the centerline of Halls Mill Road; 2) the placement of a note on the final plat stating that an Administrative Planned Unit Development application must be submitted as lots are developed, to provide for shared access between lots; 3) all lots are to be recorded at the same time; 4) the placement of a note on the final plat stating that the site, including Lot 1 of Phase I, is limited to two curb cuts, with size, design and location to be approved by Traffic Engineering; 5) the placement of a note on the final plat stating that there will be no further resubdivision of the lots; 6) the placement of the setback lines on the final plat where the flag-shaped lots are at least 60 feet wide; and 7) the placement of a note on the final plat stating that approval by all applicable federal, state, and local agencies will be required prior to the issuance of any permits, due to the site's location in the floodplain.

LOCATOR MAP



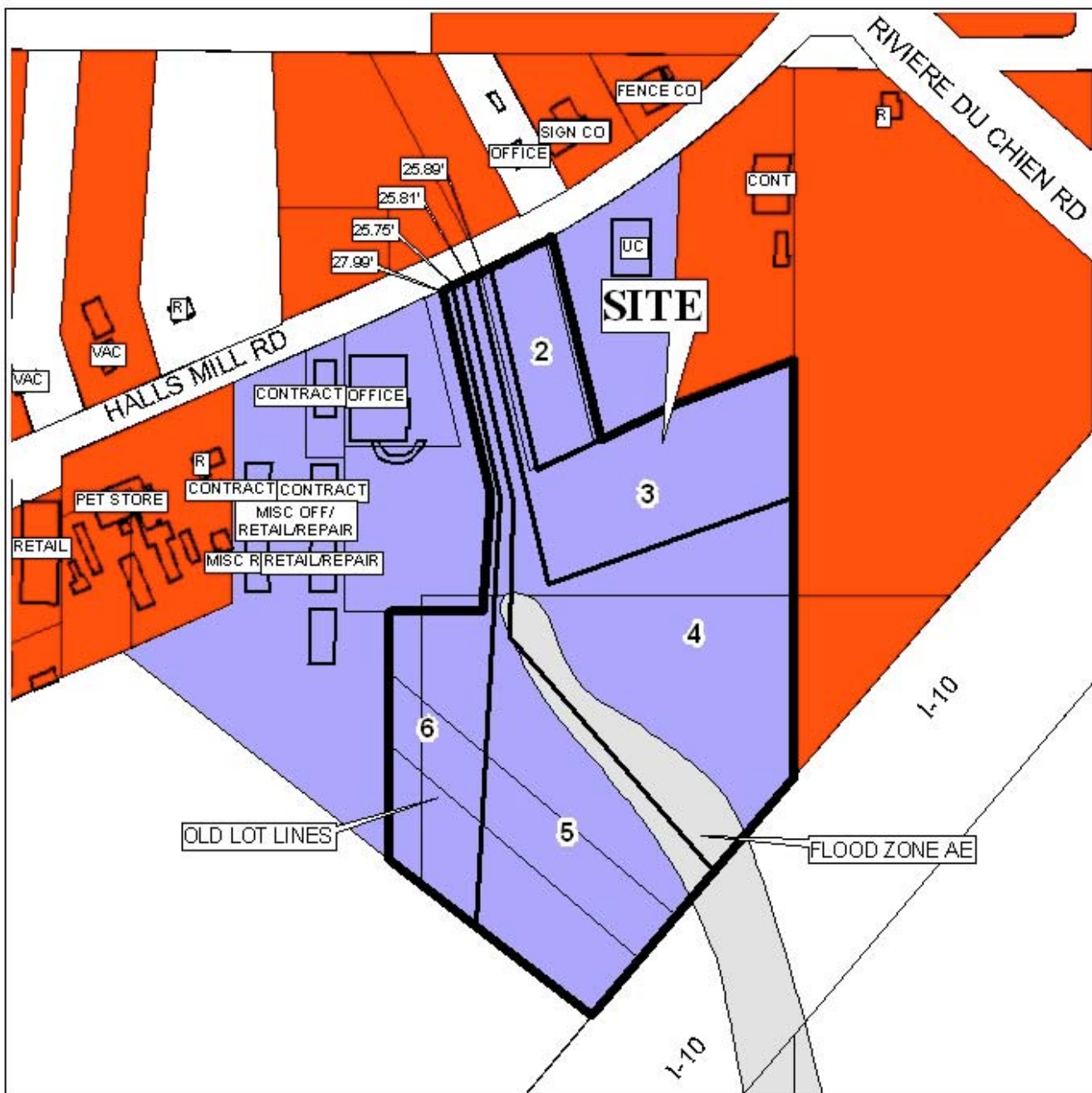
APPLICATION NUMBER 8 DATE March 16, 2006

APPLICANT Landmark Industrial Park Subdivision, Unit Three, Phase II

REQUEST Subdivision

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LANDMARK INDUSTRIAL PARK SUBDIVISION, UNIT THREE, PHASE II



APPLICATION NUMBER 8 DATE March 16, 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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