

## **WADE BUSINESS PARK SUBDIVISION**

Engineering Comments: FEMA flood zones and minimum finished floor elevations are required on each lot affected by a special flood hazard area. 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 9.5± acre, four-lot subdivision, which is located at the Northwest corner of Government Boulevard and Montlimar Creek, extending to the East side of Lakeside Drive, at the East terminus of Joy Springs Drive, and is in Council District 4. The applicant indicates that the site is served by public water and sanitary sewer; these services are not required for lots of the sizes proposed, but the applicant should be aware that MAWSS could not confirm these services for the site.

The purpose of the application is to create four lots of record from a large lot of record and a smaller metes and bounds parcel. The site fronts Government Boulevard, a planned major street and U.S. Highway with a 250-foot right-of-way; Lakeside Drive, with a 50-foot right-of-way; and the Montlimar Creek drainage canal.

The site previously received approval as a 10-lot subdivision with an access road running along Montlimar Creek; however, the plat was recorded with only one lot, no street, and a "future development" area, which is here presented for subdivision. Furthermore, what is shown in the present application as two proposed "flagpole" accesses to Government Boulevard, is shown on the record plat as a "proposed street". In addition, the flagpole access to Lakeside Drive is shown on the record plat as a public right-of-way. While these access points appear to be approximately 70 feet and 100 feet wide, respectively, these measurements include the curb radii; the true width of each of these is 50 feet.

Given that the earlier subdivision approval was dependent upon the construction of streets to the site, it seems inappropriate to approve this request for flag lots.

It should also be noted that the legal description omits the length for the bearing S 02-36-00 W, which should be provided on the final plat.

Based on the preceding, this application is recommended for Holdover to the July 20<sup>th</sup> meeting, to allow the applicant to submit revised drawings showing no flag lots. Revised materials, including additional lot fees, if necessary, should be received by June 26<sup>th</sup>.

*Revised for the July 20<sup>th</sup> meeting:*

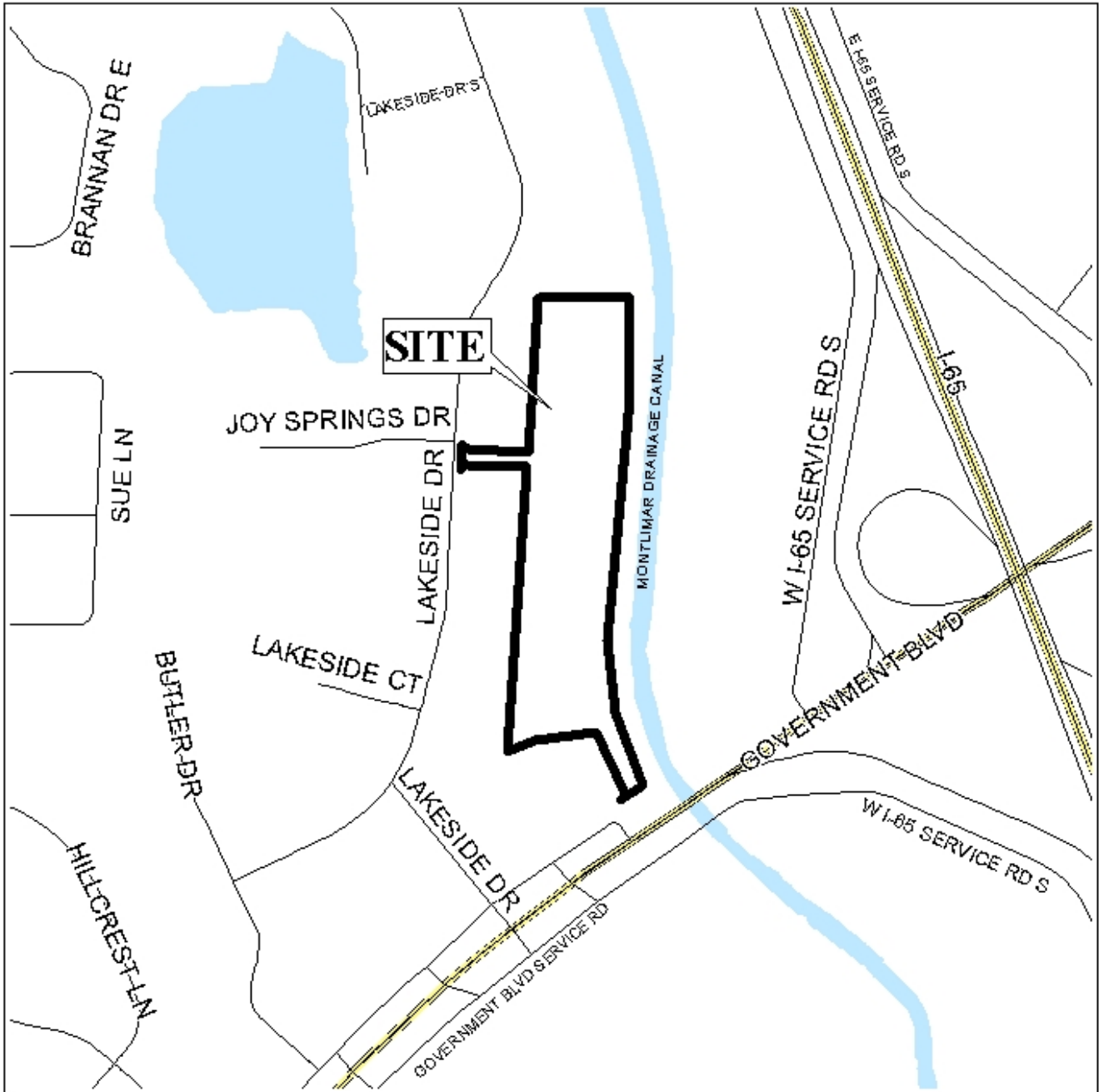
*This application was held over from the June 15<sup>th</sup> meeting to allow the applicant to submit revised drawings showing no flag lots. The applicant's representatives met with staff and explained that building roads, as originally intended, was no longer a feasible option for the developer, and that they intended to go forward with the request for flag lots. While this is the same applicant who originally created the situation by planning for roads and not building them, his representatives stated that changes in market demand and construction costs make the earlier arrangement infeasible. They noted that the principal object was the creation of Lot 2, and that Lots 3 and 4 could be combined. They were also agreeable to the idea of submitted a Planned Unit Development application to allow shared driveways.*

*Following this meeting, Urban Development staff met with Fire Department staff to determine whether flag lots could be acceptable as proposed. Fire Department staff noted that there would be requirements for hydrants and related 20 to 26-foot-wide paved fire apparatus access roads within 400 to 600 feet of all parts of each building, measured as a truck would drive. Given the length of the "flagpoles", from 173 to over 500 feet, this requirement by itself seems to mandate the construction of streets. (it should be noted that this is different from the typical flag lot request since it is both commercial and within the City; hence a different standard applies.)*

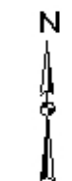
*While flag lots have occasionally been allowed in extraordinary circumstances, the constraints in this situation appear to be self-made, and it does not seem that these commercial lots in the City can meet the requirements of the Fire Code without construction of streets.*

*Based on the preceding, this application is recommended for Denial.*

# LOCATOR MAP

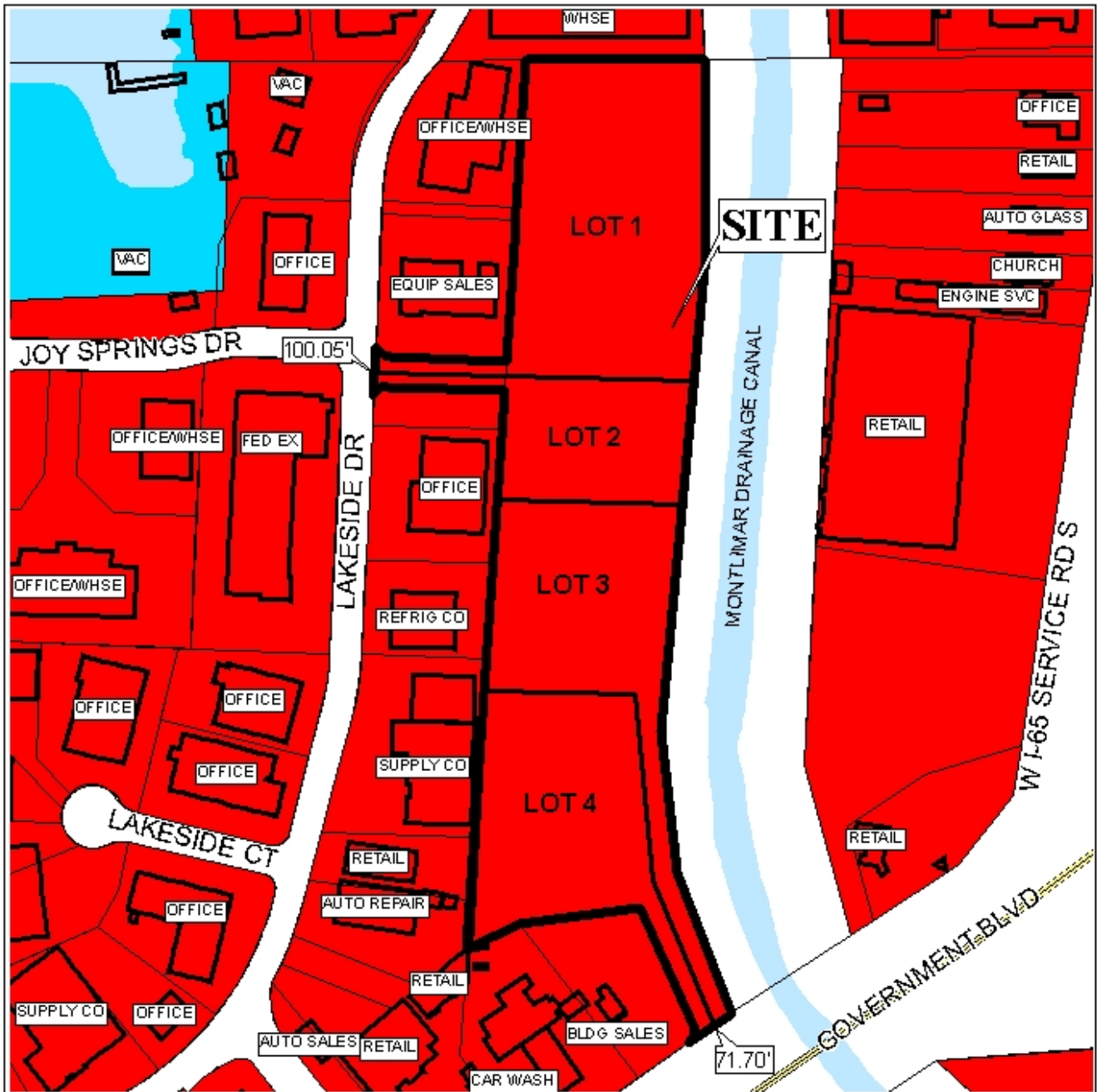


APPLICATION NUMBER Holdover DATE July 20, 2006  
APPLICANT Wade Business Park Subdivision  
REQUEST Subdivision



NTS

# WADE BUSINESS PARK SUBDIVISION



APPLICATION NUMBER Holdover DATE July 20, 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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