

## **LIFETOUCH 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.

Traffic Engineering Comments: Driveway numbers, size, 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 lot, 1.9  $\pm$  acres subdivision which is located on the South side of Springhill Avenue, 430'  $\pm$  West of Broad Street, extending to the North side of Old Shell Road, 630'  $\pm$  West of Broad Street and is in City Council District 2. The subdivision is served by public water and sanitary sewer.

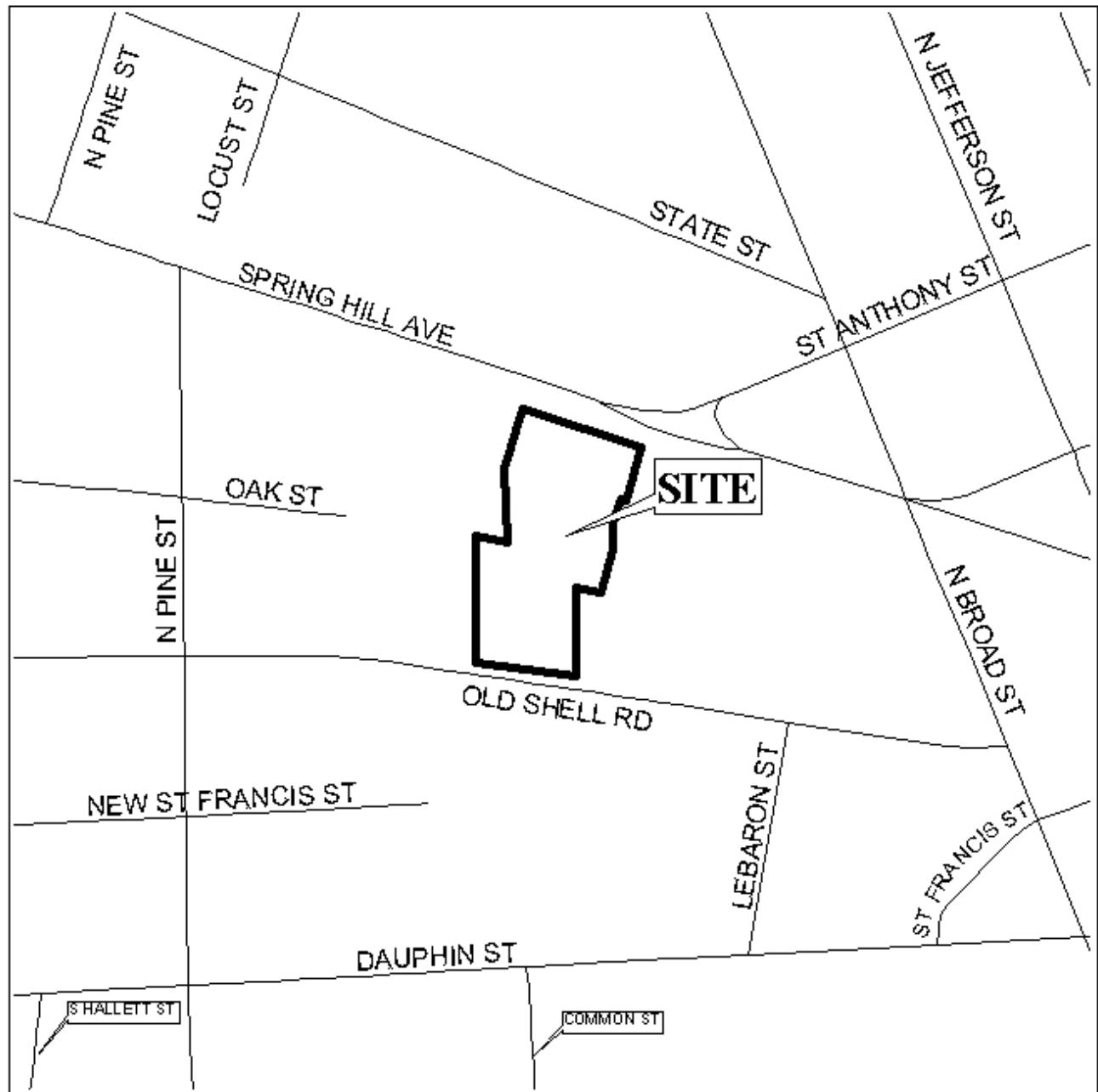
The site fronts Springhill Avenue, a planned major street as illustrated on the Major Street Plan and has an existing right-of-way in compliance with the Plan. However, as a means of access management, the placement of a note on the final plat stating that the site is limited to one curb cut to Springhill Avenue and one curb cut to Old Shell Road, with the location, size, and design to be approved by Traffic Engineering, should be required

The purpose of this application is to combine six lots into one lot of record. As illustrated by the vicinity map, if approved, the lot would be split zoned B-4 and R-1. The Commission has consistently not approved subdivisions that would create a split-zoned property. In this instance, rezoning of the R-1 portion of the site to B-4 is highly unlikely. A more appropriate option would be a two-lot subdivision – one lot consisting of the B-4 properties and the other consisting of the R-1 properties.

As a portion of the site is zoned B-4, which allows 0' setbacks and 100% site coverage, the required 25' setback would not be appropriate. Therefore, the 25-foot minimum building setback line should only be required for the Old Shell Road frontage.

Based on the preceding, it is recommended that the plat be modified to a two lot subdivision - one lot consisting of the B-4 properties and the other consisting of the R-1 properties – and be granted Tentative Approval, subject to the following conditions: 1) the placement of a note on the final plat stating that the site is limited to one curb cut to Springhill Avenue and one curb cut to Old Shell Road, with the location, size, and design to be approved by Traffic Engineering; and 2) the placement of the 25-foot minimum setback line from Old Shell Road on the final plat (no setback required from Spring Hill Avenue).

## LOCATOR MAP



APPLICATION NUMBER 13 DATE April 15, 2004

APPLICANT Lifetouch Subdivision

REQUEST Subdivision



# LIFETOUGH SUBDIVISION



APPLICATION NUMBER 13 DATE April 15, 2004

LEGEND

R-1	R-2	R-3	R-4	R-B	H-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
-----	-----	-----	-----	-----	-----	-----	------	-----	-----	-----	-----	-----	-----



NTS