

MCDONALD'S GOVERNMENT STREET SUBDIVISION

Engineering Comments: Stormwater detention will be required for all development at site to improve existing drainage in 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.

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 1.263 ± acre, 3 lot subdivision which is located on the north side of Government Street at Dearborn Street and Washington Avenue, and is in Council District 2. The subdivision is served by public water and sanitary sewer.

The purpose of this application is to create a three-lot subdivision from four existing parcels.

The site's primary frontage is on Government Street, a planned major street. The current right-of-way width of 100 feet meets the minimum width required for this major street, and therefore complies with the Major Street Plan. The site also has frontage along Dearborn Street, Conti Street and Washington Avenue, all considered minor streets, and all have the minimum required right-of-way width of 50 feet. As the two of the proposed lots front a major street, access management is a concern. Due to the presence of heritage live oak trees in the public right-of-way and the limited width of frontage along Government Street, the location, size, and design of all curb cuts must be reviewed and approved by Urban Forestry and Traffic Engineering.

Each of the three proposed lots have street corner frontage. According to Section V.B.16., "*Curb radii shall not be less than 20 feet.*" Additionally, according to Section V.D.6., "*Where necessary by reason of curb radii, property lines at street intersection corners shall be arcs having radii of at least 10 feet or shall be chords of such arcs.*" This site does not appear to comply with either Section, however, the site does reflect the prevailing treatment of property lines and curbs in the CBD area. Furthermore, the presence of large heritage live oaks along Government Street may make compliance with these Sections impossible for the Government Street side of the site, thus a waiver of V.B.16. and V.D.6. would be appropriate.

The proposed lots range in size from 10,000 to 31,300 ± square feet in area, and would exceed the minimum size required in Section V.D.2. for properties with public water and sanitary sewer. Lot 1, with a width to depth ratio of approximately 3.9 (depth is 3.9 times the width), exceeds Section V.D.3.'s recommended width to depth ratio of 3.5; however, deep, narrow lots are somewhat typical of the downtown area surrounding the site, thus a waiver of Section V.D.3. would be appropriate.

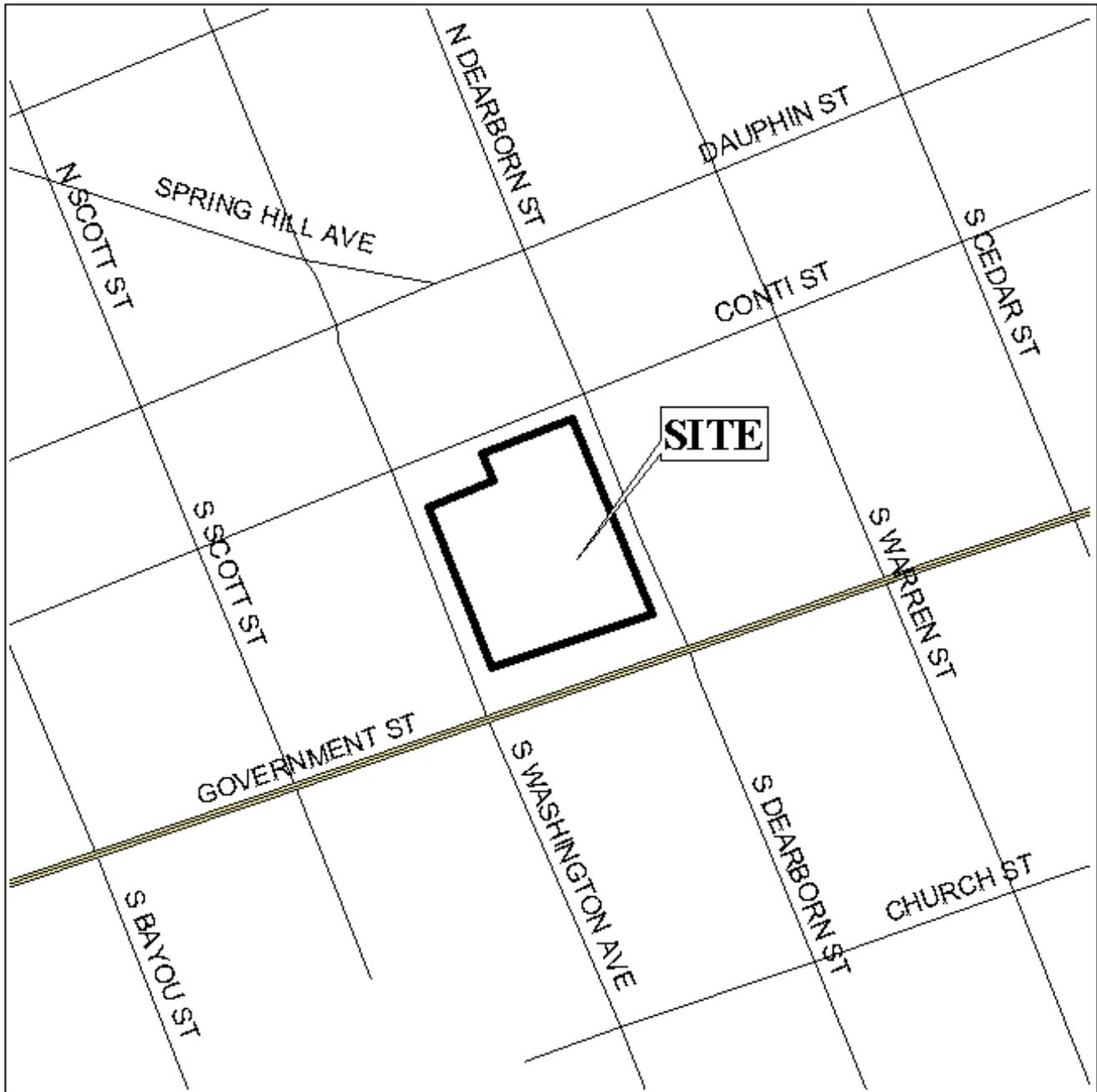
The 25-foot minimum building setback line, required by Section V.D.9., is not shown on the preliminary plat. Since the site is located in a B-4 zoning district, and as no setbacks are required in this district, the 25-foot minimum setback requirement of Section V.D.9. should be waived.

The front 165 ± feet of the site is located in the Church Street East Historic District, and resubdivision of the site will result in the entire site becoming part of the historic district. Due to the site's location in a historic district, the proposed demolition and redevelopment plans for the site must be submitted to the Architectural Review Board for review.

Finally, an Administrative PUD will be required for the shared parking and access between multiple lots, proposed as part of the site's redevelopment.

With a waiver of Sections V.B.16., V.D.3., V.D.6., and V.D.9., the plat is recommended for Tentative Approval subject to the following conditions: 1) placement of a note on the Final Plat stating that curb cut number, sizes, location and design to be approved by Urban Forestry and Traffic Engineering, and conform to AASHTO standards; and 2) application for an Administrative PUD to permit shared parking and access between multiple lots.

LOCATOR MAP



APPLICATION NUMBER 10 DATE March 3, 2005
APPLICANT McDonald's Government Street Subdivision
REQUEST Subdivision



