

THE COMBO 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, 0.4 \pm acre subdivision which is located on the North side of St. Francis Street, 30' \pm West of Broad Street, extending to the South side of Old Shell Road, 120' \pm West of Broad Street and is in City Council District 2. The subdivision is served by public water and sanitary sewer.

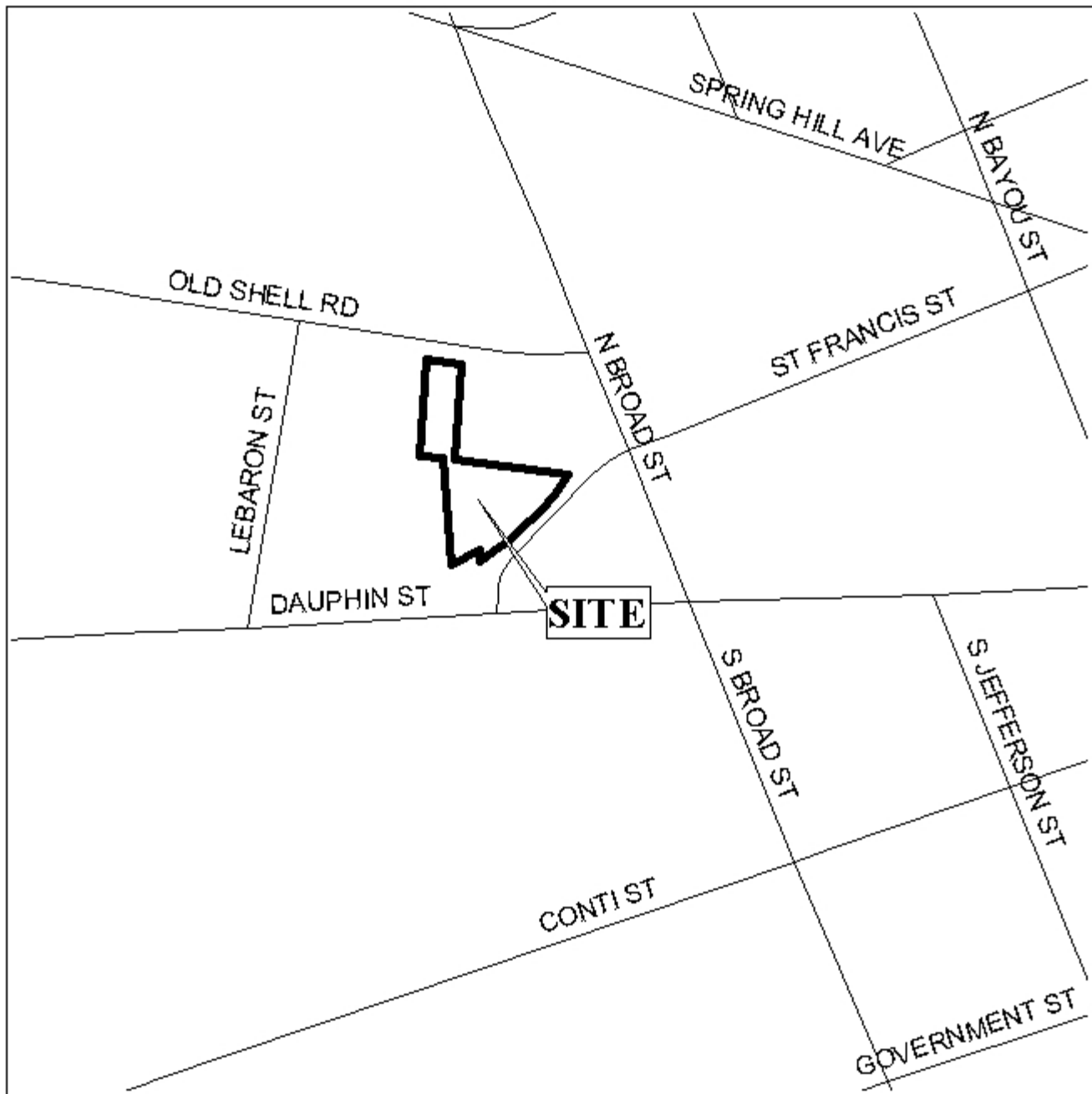
The purpose of this application is to combine four parcels into one lot of record.

The site fronts St. Francis Street Extension, a planned major street, and the existing right-of-way is illustrated as variable. The Major Street Plan requires a 100-foot right-of-way; therefore, the dedication of adequate right-of-way to provide 50-feet from the centerline of St. Francis Street Extension should be required. Additionally, access management is a concern; therefore, a note should be placed on the final plat stating that all curb cuts to St. Francis Street Extension and to Old Shell Road are to be approved by Traffic Engineering and Urban Development staff.

The 25-foot minimum building setback lines are not shown but would be required on the final plat.

The plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions: 1) the placement of a note on the final plat stating that all curb cuts to St. Francis Street Extension and to Old Shell Road are to be approved by Traffic Engineering and Urban Development staff; and 2) the placement of the 25-foot minimum setback lines on the final plat.

LOCATOR MAP



APPLICATION NUMBER 18 DATE May 6, 2004
APPLICANT The Combo Subdivision
REQUEST Subdivision



THE COMBO SUBDIVISION



APPLICATION NUMBER 18 DATE May 6, 2004

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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