



TOWN OF JACKSON PLANNING & BUILDING DEPARTMENT

TRANSMITTAL MEMO

Town of Jackson

- ☐ Public Works/Engineering
- ☐ Building
- ☐ Title Company
- ☒ Town Attorney
- ☐ Police

Joint Town/County

- ☐ Parks and Recreation
- ☐ Pathways
- ☐ Housing Department

Teton County

- ☐ Planning Division

- ☐ Engineer
- ☐ Surveyor- *Nelson*
- ☐ Assessor
- ☐ Clerk and Recorder
- ☐ Road and Levee

State of Wyoming

- ☐ Teton Conservation
- ☐ WYDOT
- ☐ TC School District #1
- ☐ Game and Fish
- ☐ DEQ

Federal Agencies

- ☐ Army Corp of Engineers

Utility Providers

- ☐ Qwest
- ☐ Lower Valley Energy
- ☐ Bresnan Communications

Special Districts

- ☐ START
- ☐ Jackson Hole Fire/EMS
- ☐ Irrigation Company

Date: May 14, 2021	REQUESTS: The applicant is submitting a request for a Zoning Compliance Verification Minor Deviation - Continuation for 610 E. Hall, Legally known as PT. LOTS 12,13, BLK. 4, HALL 2 (T-65I FILED 9/5/12) PIDN: 22-41-16-34-1-28-008 For questions, please call Tyler Valentine at 307-733-0440, x1305 or email to the address shown to the left. Thank you.
Item #: P21-123	
Planner: Tyler Valentine Phone: 733-0440 ext. 1305 Email: tvalentine@jacksonwy.gov	
Owner: Kirsten Corbett PO Box 3291 Jackson, WY 83001 Applicant: Kirsten Corbett PO Box 3291 Jackson, WY 83001	
Please respond by: May 28, 2021 (Sufficiency) June 4, 2021 (with Comments)	

RESPONSE: For Departments not using Trak-it, please send responses via email to: tstolte@jacksonwy.gov



PLANNING PERMIT APPLICATION
Planning & Building Department

150 E Pearl Ave. | ph: (307) 733-0440
P.O. Box 1687 | www.townofjackson.com
Jackson, WY 83001

For Office Use Only

Fees Paid _____ Date & Time Received _____
Application #s _____

Please note: Applications received after 3 PM will be processed the next business day.

PROJECT.

Name/Description: Kirsten Corbett and David Simpson residence
Physical Address: 610 E. Hall
Lot, Subdivision: PT. Lots 12, 13, BLK. 4, Hall 2 (T 651) Filed PIDN: 22-41-16-34-1-28-008

PROPERTY OWNER.

Name: Kirsten Corbett Phone: (307) 690-9907
Mailing Address: PO Box 3291, Jackson WY ZIP: 83001
E-mail: kirstencorbett@gmail.com

APPLICANT/AGENT.

Name: Kirsten Corbett Phone: (307) 690-9907
Mailing Address: PO Box 3291, Jackson WY ZIP: 83001
E-mail: kirstencorbett@gmail.com

DESIGNATED PRIMARY CONTACT.

☒ X Property Owner ☐ Applicant/Agent

TYPE OF APPLICATION. Please check all that apply; review the type of application at www.townofjackson/200/Planning

Use Permit

☐ Basic Use
☐ Conditional Use
☐ Special Use

Relief from the LDRs

☐ Administrative Adjustment
☐ Variance
☐ Beneficial Use Determination
☐ Appeal of an Admin. Decision

Physical Development

☐ Sketch Plan
☐ Development Plan
☐ Design Review

Subdivision/Development Option

☐ Subdivision Plat
☐ Boundary Adjustment (replat)
☐ Boundary Adjustment (no plat)
☐ Development Option Plan

Interpretations

☐ Formal Interpretation
☐ Zoning Compliance Verification

Amendments to the LDRs

☐ LDR Text Amendment
☐ Map Amendment

Miscellaneous

☒ X Other: Variance extension
☐ Environmental Analysis

PRE-SUBMITTAL STEPS. To see if pre-submittal steps apply to you, go to www.townofjackson.com/200/Planning and select the relevant application type for requirements. Please submit all required pre-submittal steps with application.

Pre-application Conference #: _____ Environmental Analysis #: _____
Original Permit #: P19-085 Date of Neighborhood Meeting: _____

SUBMITTAL REQUIREMENTS. Please ensure all submittal requirements are included. The Planning Department will not hold or process incomplete applications. Partial or incomplete applications will be returned to the applicant. Go to www.townofjackson.com/200/Planning and select the relevant application type for submittal requirements.

Have you attached the following?

_____ **Application Fee.** Fees are cumulative. Go to www.townofjackson.com/200/Planning and select the relevant application type for the fees.

_____ **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at www.townofjackson.com/DocumentCenter/View/102/Town-Fee-Schedule-PDF.

_____ **Response to Submittal Requirements.** The submittal requirements can be found on the TOJ website for the specific application. If a pre-application conference is required, the submittal requirements will be provided to applicant at the conference. The submittal requirements are at www.townofjackson.com/200/Planning under the relevant application type.

Note: Information provided by the applicant or other review agencies during the planning process may identify other requirements that were not evident at the time of application submittal or a Pre-Application Conference, if held. Staff may request additional materials during review as needed to determine compliance with the LDRs.

Under penalty of perjury, I hereby certify that I have read this application and associated checklists and state that, to the best of my knowledge, all information submitted in this request is true and correct. I agree to comply with all county and state laws relating to the subject matter of this application, and hereby authorize representatives of Teton County to enter upon the above-mentioned property during normal business hours, after making a reasonable effort to contact the owner/applicant prior to entering.

Kirsten Corbett

Signature of Property Owner or Authorized Applicant/Agent
Kirsten Corbett

Name Printed

5/10/21

Date
Owner

Title

May 10, 2019

To:

Paul Anthony, Planning Director, Town of Jackson

Tyler Valentine, Senior Planner, Town of Jackson

From:

Kirsten Corbett and Dave Simpson

Re:

Variance request extension

Paul and Tyler,

This letter is to request a variance extension through a staff level application called a Minor Deviation. My husband and I (acting as agents for my mother, Lois Corbett) requested a variance for driveway access to a property she owned at 610 Hall in June 2019. That variance expires in June 2021. Reasons for the initial variance are outlined in the letter that follows this one – the original reasoning submitted. These factors have not changed.

The reason for needing an extension is that we have had some change in our family situation over the last year. We were moving toward submitting building plans to the town early last year (we even got to the point of having engineered plans, and were talking with the town about a grading/drainage conference and plan) on Lois Corbett, who was planning to build a small home at 610 Hall, when she got sick. Unfortunately, in late July Lois passed away. Since then, it has taken some time to sort through her affairs, but, following Lois's passing, Kirsten is as of early this year (due to these unfortunate circumstances) now the owner of the lot at 610 Hall.

We are still looking toward building a small residence on the lot in place of the mobile home (something not terribly different than what was originally planned), but based on it no longer being a home for Kirsten's mom, we want to change the plan a little bit from what Lois had designed. We want to take a bit of time to figure out what makes the most sense for next steps. As well, based on being focused on Lois being sick last year, we did not line up everything we'd need to start construction, so regardless of any potential changes to the plan, we'd need more time (until 2022) to start construction. The other factor, of course, as you are well aware, materials costs (like lumber) are exceptionally high right now in the wake of the pandemic.

In terms of what we are thinking may be different in the site plan, the main change is that we are considering a slightly different building footprint to accommodate stairs to a second story in a different configuration than what we had planned for Lois's home. We haven't settled completely on a design, but the original concept was for a home that runs 39 feet 8 inches north to south (a measurement that is setback to setback on the 100' by 69' and 8 inch lot), and 20 or 22 feet wide, situated on the western setback (abiding by the 10 foot setback on the Redmond end of the lot). The garage would be located on the north side of the building, accessed via Hall Street (required by town zoning since you are not allowed to have access off Redmond St.). In the variance request we asked for the ability to locate the driveway as close as 10 feet from the western end of the lot, aligned with the building setback on the west. None of that would change. And, as previously mentioned, this variance request mirrors what has already taken

place on the lot to the north side of Hall Street (the New West project), though a variance was not required in that case because their lot is a standard 50 x 150 lot instead of the 100 foot frontage and narrow 70 foot depth of the lot (with no alley access) at 610 Hall.

The main change would be that some portion of the south end of the house may be wider than 22 feet (wider to the east, perhaps 28 feet total width) in order to move the stairs out of the center of the house and instead locate a U-shaped stairwell on the southeast corner of the building (which would be within the allowed building envelope). Again, this is just an idea at this point, but Lois needed a continuous stair run versus a U-shape to potentially accommodate a future stair lift, due to her age. With a continuous stair run crossing the house east to west in the former design, that compromised the size of the living room and kitchen upstairs. So moving the stairwell to the southeast side of the building in a bumped-out part of the structure would allow the main area above the garage to be primarily living space (versus having to also accommodate the stairwell), which is helpful since we are trying to stick to a smaller footprint.

I hope that makes sense. But the overall concept is still the same - to locate a small structure on the farthest western side of the lot's building envelope, with driveway access from Hall set back 10 feet from the property's western boundary. This would preserve the existing home on the lot for time being, and also preserve a potential future building envelope big enough for two additional units in place of the existing older home, as allowed under NL-5 zoning.

In this packet we have included:

- A) Original request / reasoning letter
- B) Three basic schematic drawings showing the original concept for building
- C) Approval letter for the original variance

Thank you for your consideration and please call with any questions.

Kirsten Corbett
(307) 690-9907

Dave Simpson
(307) 690-9906

April 10, 2019

To:

Tyler Sinclair, Planning Director, Town of Jackson
Town of Jackson Board of Adjustment

From:

Dave Simpson and Kirsten Corbett, agents for Lois Corbett, property owner

Re:

Letter of justification for variance request

We are writing a letter as agents representing a Town of Jackson property owner, Lois Corbett. Lois is Kirsten's mother and Dave's mother-in-law. She is an 85-year-old resident of the Town of Jackson, who has lived in town since the 1970s. We are helping her try to pursue her dream of building a small single-family home in the Town of Jackson.

Project description and situation history

Lois currently lives in a condo in the Clusters, where she has lived since the mid-1970s. She owned other property in east Jackson for a number of years, and was hoping to sell her condo in the Clusters and be able to build a modest single-family home there. The property she previously owned was a lot in the Daisy Bush subdivision in east Jackson. However, the CC&Rs in Daisy Bush made the building plan she envisioned difficult financially, given her budget. For that reason, Lois opted to sell her lot in Daisy Bush and buy a lot with AR zoning at 610 Hall instead. She bought the AR lot in order to be able to build a smaller unit (and have more flexibility around design) on a lot that also already had a free-standing house on it. Having the existing home helps her bring in a small amount of income, which is helpful since she is retired.

In the meantime, the zoning at 610 Hall has changed from AR to NL-5. In general, the zoning is more flexible and allows for greater density. But we have learned about some very real challenges to her intended plan as a result of a change in what is allowable for curb cuts to facilitate vehicle access. There are also some apparent restrictions around the fact that her lot is located on the corner of Hall and Redmond, and on Redmond, which is considered a main town arterial road.

There is currently an older house on the east side of the lot, and an older mobile home on the west side of the lot. The concept from the beginning was to remove the trailer and build her unit as far to the west on the lot as possible, under allowable setbacks. The reason for this is two-fold. In the short term, that allows the existing house to remain on the east end of the lot, which provides both income to her, and a rental home in the community. (Stated simply: she cannot afford to scrape the whole lot and start anew.)

Her desired plan (currently allowed under the NL-5 zoning) is to build a roughly 1,600 square foot unit on a compact 40-foot by 20-foot building envelope on the west side of the lot, as close to

Redmond Street as allowable by current setbacks. As currently envisioned, this would consist of 800 square feet of living space on a second floor with a garage, entry, some living space and a single-run of stairs (allowing us to install a stair-access lift) on another 800 square feet at ground level. (See attached drawing of an intended site plan, elevation and a very rough concept for a floor plan). This was her intention all along when she bought the lot under the AR zoning.

She also wants to locate the home as far west as possible on the lot in order to preserve the ability to at some point in the future to remove the older house and build two additional units (for a total of three on the lot). Though Lois does not currently have the financial ability to do this, she does not want to preclude the ability to further develop the lot in the future by overly restricting the potential building envelope within allowable setbacks. Nor does it make sense to do so from a community standpoint (in terms of the need for housing) to develop the lot in a way that precludes future potential housing. Thus, the concept is to build on the west end of the lot first.

We are also trying to move quickly on this project for some personal reasons. Lois has a number of health issues, including diabetes and a cancer diagnosis. It has been her long-term dream to be able to live in a standalone home in Jackson, and, if that's going to happen, we need to move fairly quickly (hopefully building before next winter). Moreover, we (her daughter and son-in-law) live in a home just a few blocks from 610 Hall. As Lois begins to need more assistance at her age and with her diagnoses, part of the goal is to have her living nearer to us.

Restrictions on Property Vehicle Access

We have learned that under the new NL-5 zoning, although this new zoning allows for higher Floor Area Ratios and more flexible types of developments (including, potentially, up to three connected apartments in one building), the zoning does not allow for more than 20 feet of total curb cut along Hall Street for vehicle access (one 20-foot cut or two 10-foot cuts).

Under the previous AR zoning, by contrast, this lot was allowed curb cuts totaling 40 percent of the main street frontage. That would have allowed 40 feet of access on Hall, which was what Lois was planning when she bought the lot. This has been reduced to 20 feet under the NL-5 zone, even as the lot's development potential (FAR) was increased. That seemingly doesn't make a lot of sense.

Moreover, we were told by town planning staff that under NL-5 zoning, a driveway located within the front setback (which is 20 feet) cannot exceed the width of the curb cut (so there can only be one 20 foot-wide driveway or two 10 foot-wide driveways up to the front of the building envelope). Given the small lot size (the lot is 100 feet east-west by 70 feet north-south, and the total building footprint is 40' by 50' feet), that essentially means extremely limited parking and vehicle access for a lot that could easily provide three housing units.

We were initially told by in a meeting with town planning staff that because the lot has street frontage on both Hall and Redmond and lacks alley access, Lois could locate a second 20 foot curb cut/access point on Redmond, for 40 feet of total curb cut accessing the lot. However, we

were also told that it was possible that none of that access could be within 50 feet either direction of the sidewalk corner of Hall and Redmond (which includes some town right-of-way). We were asked to verify that latter point with the town engineer.

In a conversation with the town engineer, he confirmed that it was his view that there could be no curb cuts for access within 50 of the sidewalk corner of Hall and Redmond. In addition to that, he further told us that the town would not allow any access period off of Redmond because it was considered a main arterial town road.

Under the new zoning, combined with restrictions cited by the town engineer, this would mean that a lot that (in accordance with NL-5 zoning) could potentially have three apartments would only be allowed vehicle access via 20 total feet of curb cut and 20 feet of driveway width within the 20-foot front setback, with all driveway(s) required to be located on the easterly 50 feet of access along Hall Street, an area that represents roughly 15 percent of the perimeter of the lot. That is an incredibly limiting restriction, and represents serious challenges to development. That also means that any buildings located on the more westerly end the property (where Lois hopes to locate her home) would not be able to have any vehicle access to a garage, or any access for cars to be located adjacent to the building – a critical criteria for an elderly person, not to mention a major change from what was allowed when she bought the lot. It also means a simple lack of sufficient on-site parking.

Request for Variance

Given the above changes from when Lois bought the lot two years ago, and what we feel are excessive restrictions on vehicle access given the lot's unique circumstances, we are requesting a variance to allow for 40 feet of total curb cut for vehicle access along Hall Street. We are further requesting to be able to locate one of two 20-foot curb cuts within 10 feet of the surveyed lot corner closest to the corner of Redmond and Hall.

Findings for Variance

Reasoning for the variance request is as follows:

- In discussions with town planning staff, the new restriction to 20-foot curb cuts on the front of town lots seems to have been intended to apply to more standard 50' by 150' town lots, where there is only 50 feet of lot frontage on a main street. Moreover, town planning staff indicated the goal was to push any additional vehicle access to the rear of the lot, off an alley. Critical points in this request are:
 - This lot has 100 feet of frontage on Hall, the same frontage that two more standard 50' by 150' lots would have. We are not asking for any more curb cut on Hall than would be allowed under existing zoning if this lot and the lot behind it to the south were configured as standard 50' by 150' town lots.
 - We are also not asking for any more curb cut than would have been allowed under the previous AR zoning (40 percent of street frontage, in this case 40 feet).

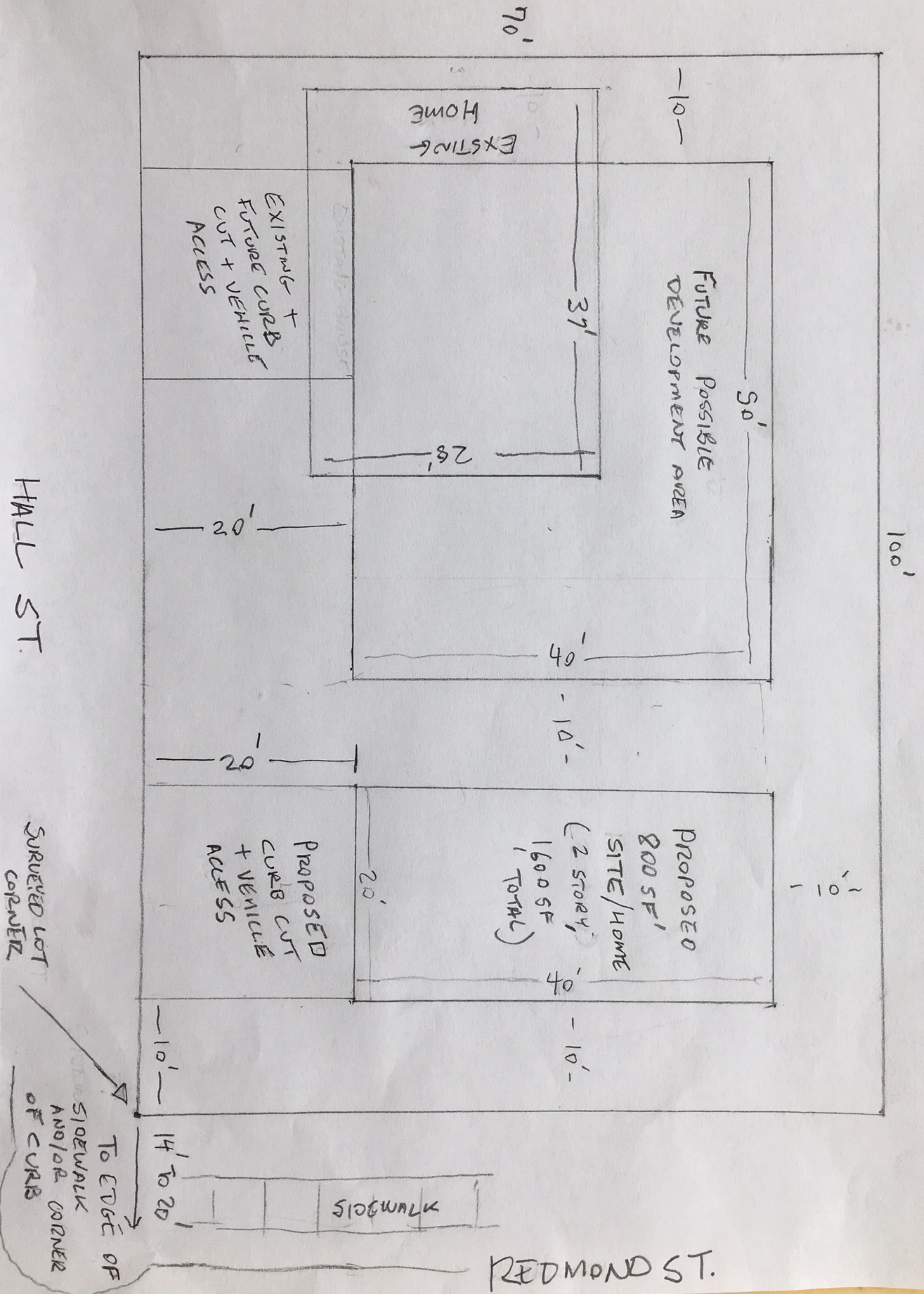
- This restriction seems to be derived from planning around the more standard 50' by 150' town lot, most of which have alley access in addition to front access. In this case, there is no alley access. Instead we have increased street frontage on Hall (100 feet) as well as access off of Redmond (70 feet).
- Even though this lot has secondary access from Redmond (instead of an alley), it is (under town regulations) not allowed to have an access point off of Redmond, because of that street's status as a main artery.
- As stated above, we also are requesting that the variance allow for one 20-foot curb cut to be located within 10 feet of the surveyed lot corner of Hall and Redmond (which would be roughly 24 to 30 feet from the edge of the sidewalk curb at the corner of Hall and Redmond, given town sidewalk/curb easements). Reasoning for that is:
 - Under the new NL-5 zoning, the town recently approved a development that is currently being built directly across the street at 605 Hall Street (on the opposing corner of Hall and Redmond to the north). This development, which is on a 50' by 150' town lot, was allowed to have a 20-foot curb cut within 10 feet of the surveyed lot corner, the very same thing we are requesting here.
 - We are not asking for anything different than what the town recently approved under current zoning directly across the street. Our request for a variance would simply allow what these neighbors have already been allowed to do within current zoning (since that lot has 50 feet of frontage on Hall, rather than 100 feet as Lois's lot has).
 - This variance request mirrors is currently being built on the north corner of Hall and Redmond in terms of driveway access/curb cut. It would be arbitrary to allow that access on the north corner of Hall and Redmond, and prohibit it on the south, simply because of this lot's irregular shape and lack of alley access.
 - This proposal improves upon what is on the ground today in terms of driveway access/curb cut. The existing driveway to the trailer is within several feet (maybe 5 or 6 feet?) of the surveyed lot corner. We propose moving that back to meet the side-yard setback for buildings of 10 feet. In addition, the current driveway for the existing trailer on this site sits partially within town right-of-way (to the north). We propose redeveloping in such a way that all vehicle parking would be accommodated on site. This improves the situation on the ground for both the town and the neighbors.
 - Access to any new building on the western side of the lot that has a garage (or in order to have the vehicle be located close to a building) would have to be located closer to the corner of Hall and Redmond than the apparent restriction of 50 feet (as stated by the town engineer), given the lack of alley access off the rear and the restriction prohibiting access off of Redmond.
- Lois Corbett bought this lot two years ago with a plan in mind. She did due diligence under AR zoning to make sure she could execute the plan envisioned. In the meantime, the town

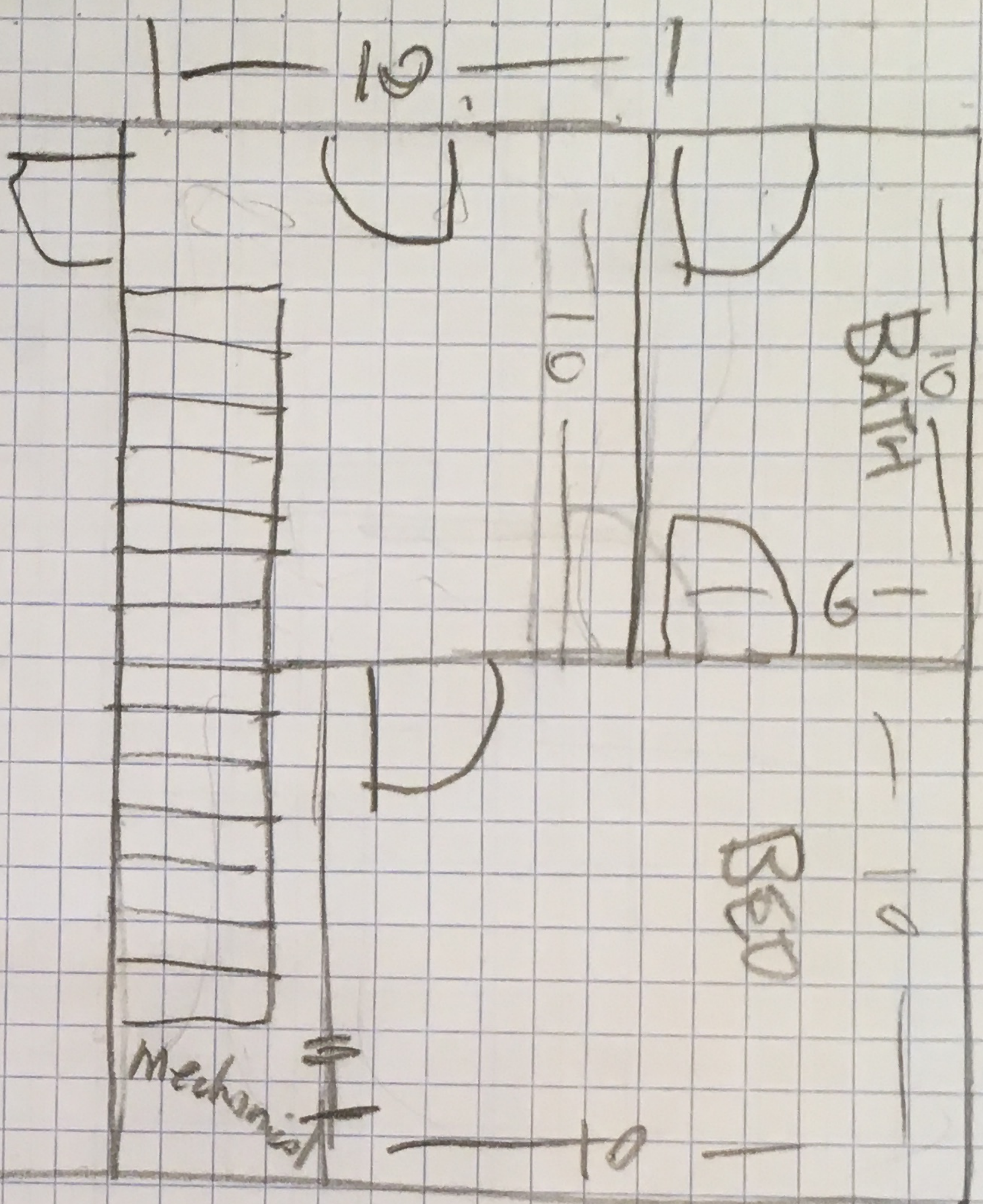
changed the zoning. She is simply asking for the curb cut access that was allowed when she purchased the lot.

- In the larger picture, the Town of Jackson and Teton County officials have talked for decades (and with an increasing sense of urgency over the last few years) about the lack of housing in the town and county. Under the above scenario, we have a small town lot that is potentially able to provide three smaller housing units (allowed by the new NL-5 zoning), ideal for in-town housing. However, the limitations around parking and access (as a result of only being able to have 20 feet of curb cut along the eastern 50 feet of Hall Street) are at odds with the development potential of this lot. Under the allowable curb-cut scenario, there simply is not adequate access to park cars for that number of units.
 - On the one hand, with the new NL5 zoning (replacing the AR zone) the town increased Floor Area Ratios and development flexibility with building types, and reduced required Landscape Ratios, in an apparent attempt to allow more housing development in alignment with the 'town as heart' concept. So it does seem to make a lot of sense to simultaneously restrict the ability to provide parking for that development on site by only allowing 20 feet of curb cut access to a single lot, especially given that that access can only be located within a window that's in one particular area representing about 15 percent of the perimeter of the lot.
 - This new curb cut limitation as it applies to this lot is also at odds with the vast majority of situations on the ground in town now.

Thank you in advance for your consideration of this matter. We look forward to the opportunity to present our variance request in person.

Kirsten Corbett, Dave Simpson and Lois Corbett
(307) 690-9907 or (307) 690-9906



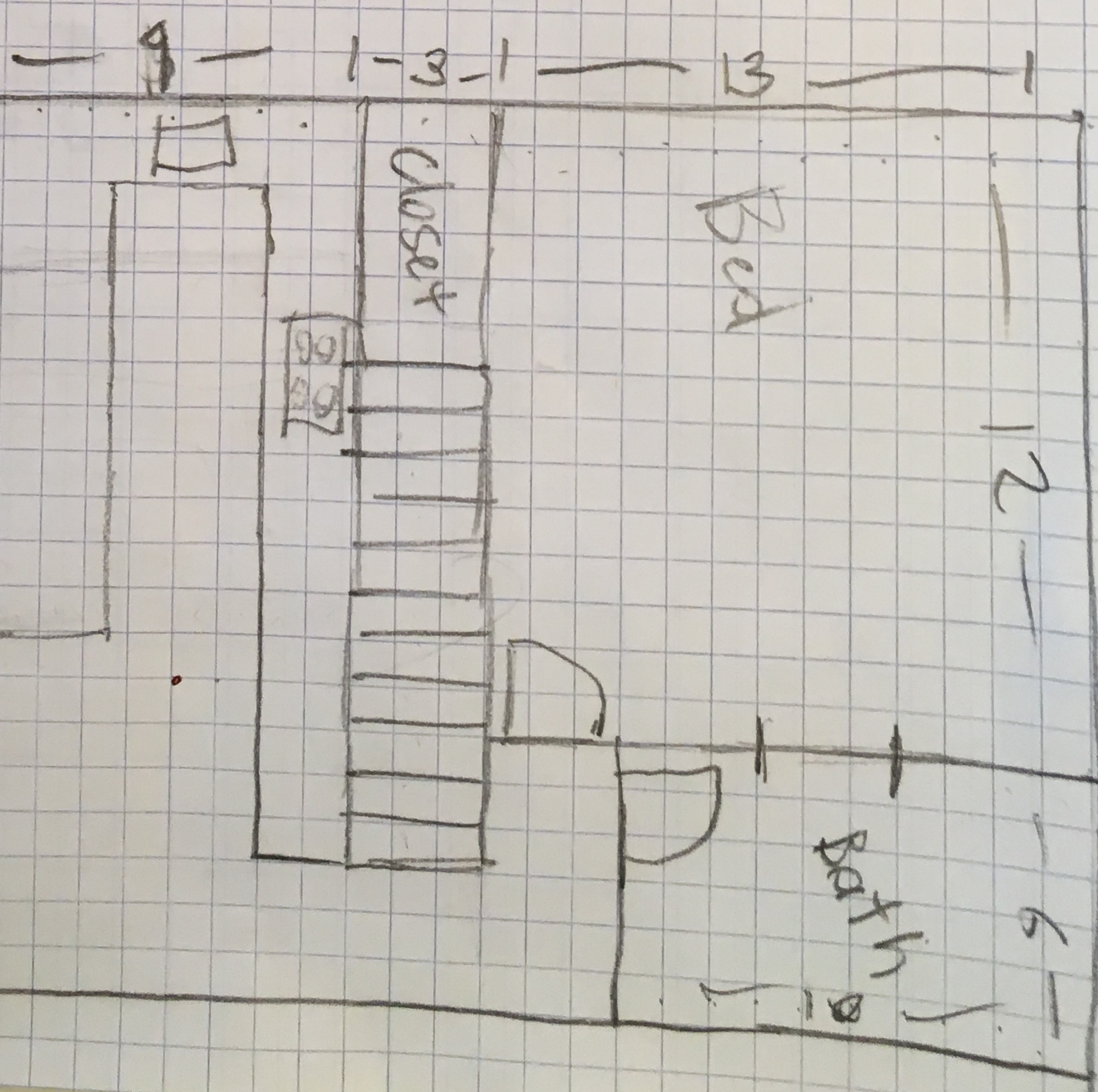


Garage

1120 SF
 Living
 Space
 480 SF
 24

1600 SF
 Total

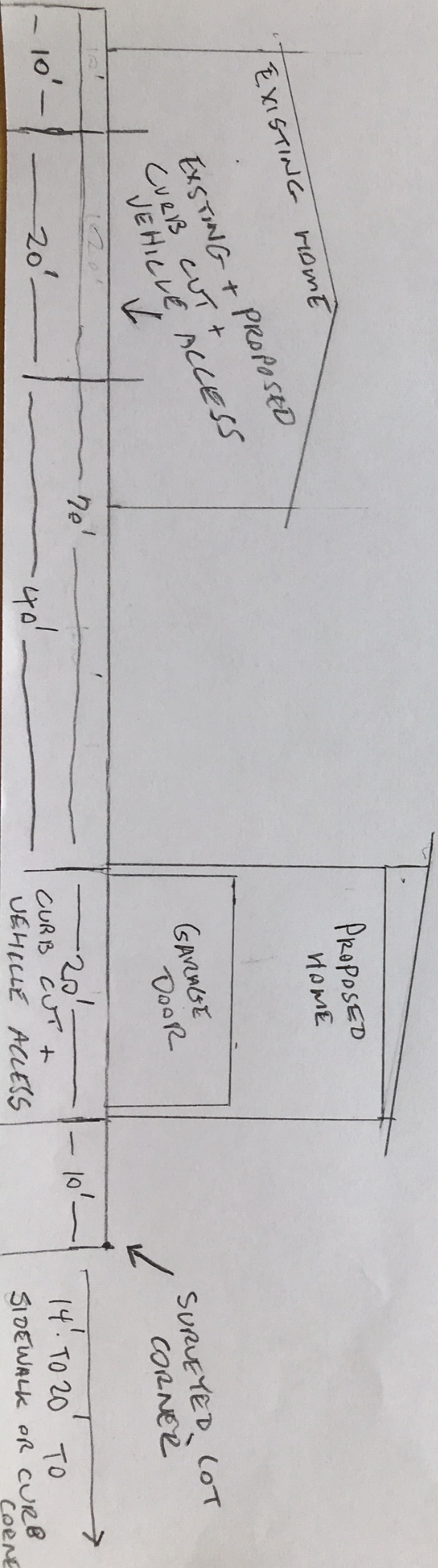
15' 6"



LIVING

20'

15'





PLANNING & BUILDING DEPARTMENT

July 5, 2019

Dave Simpson & Kristen Corbett
PO Box 2391
Jackson, WY 83001

RE: Final Letter
Item P19-085
Variance – Curb Cut

Dear Mr. Simpson:

This letter is to confirm on June 5, 2019 the Board of Adjustment *approved*, based upon the findings as presented in the staff report for Item P19-085, a variance to the 20-foot maximum curb cut standard in the NL-5 zone to allow 40-feet of curb cut in two 20'-wide curb cuts for the property addressed at 610 Hall Avenue, subject to the departmental reviews attached hereto and one condition of approval:

1. The variance shall expire in two years.

If you have any questions or need additional information, please contact me at 307-733-0440, ext. 1305.

Sincerely,

A handwritten signature in black ink, appearing to read "Tyler Valentine".

Tyler Valentine
Senior Planner

Town of Jackson
Project Plan Review History
PLANNING

Project Number	P19-085	Applied	4/15/2019	STOL
Project Name	Variance - 610 Hall Street	Approved		
Type	VARIANCE	Closed		
Subtype	PARKING	Expired		
Status	STAFF REVIEW	Status		

Applicant	Kristen Corbett & Dave Simpson	Owner	CORBETT, LOIS
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Site Address	City	State	Zip
610 E HALL AVENUE	JACKSON	WY	83001

Subdivision	Parcel No	General Plan
HALL, JOHN D 2ND	22411634128008	

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact					
Notes					
Building	NO COMMENT	4/15/2019	5/6/2019	4/15/2019	
Kelly Sluder					
Fire	APPROVED	4/15/2019	5/6/2019	4/18/2019	
Kathy Clay					
Joint Housing Dept	NO COMMENT	4/15/2019	5/6/2019	5/21/2019	
Stacy Stoker					
Legal	APPROVED W/CONDITI	4/15/2019	5/6/2019	5/3/2019	
Audrey Cohen-Davis (5/3/2019 5:48 PM AC) Pursuant to Wyoming State Statute § 15-1-608 and Section 8.8.2 of the Jackson LDR's, the Board of Adjustment to must make all required findings in order to authorize or grant a variance adjusting the strict application or any provision of an ordinance.					
Parks and Rec	NO COMMENT	4/15/2019	5/6/2019	4/19/2019	
Steve Ashworth (4/19/2019 8:39 AM STOL) No comment from Parks & Rec regarding P19-085.					
Andy Erskine					
Pathways	APPROVED W/CONDITI	4/15/2019	5/6/2019	5/1/2019	
Brian Schilling (5/1/2019 1:14 PM STOL) P19-085 610 E Hall Variance Comments from Teton County/TOJ Pathways Department Status: approved w/conditions					
<ul style="list-style-type: none"> Ensure that the driveway is graded to an elevation that will allow for a possible future sidewalk along Hall St. The elevation should be such that the sidewalk could be a detached continuous sidewalk (so that the sidewalk is continuous across the driveway across at the same height or higher than the back of curb, approximately 6"). 					

Type of Review Contact Notes	Status	Dates			Remarks
		Sent	Due	Received	
Planning Tyler Valentine (5/30/2019 2:01 PM TV) Please see staff report.	APPROVED W/CONDITI	4/15/2019	5/6/2019	5/30/2019	
Police Todd Smith	NO COMMENT	4/15/2019	5/6/2019	4/15/2019	

Public Works
Brian Lenz
(5/18/2019 3:50 PM BTL)
VARIANCE – APPROVED w CONDTITIONS

P19-085
ADDRESS: 610 East Hall
OWNER: Lois Corbett
APPLICANT: Kristen Corbett and Dave Simpson

5/18/2019
Brian Lenz, 733-3079

DATE OF SUBMITTAL: April 15, 2019
DATE OF MATERIALS: April 10, 2019
REVISION NO.: 00

The engineering division has reviewed your application for a VARIANCE submitted on and with application materials as dated above.

Requested Variances to the Following Section:

1. LDRs 2.2.6.B.2 Vehicle Access – Curb Cut Width Max: 20' or 40% of Lot Frontage, whichever is less.
2. LDRs 7.6.3.F.3 – Access Points: Driveway entrances shall not be allowed on arterial or collector streets unless no other access option exists. Driveways shall not be located in less than 50 feet from the curb-line on a intersecting street. Driveway entrance dimensions and construction details shall be in accordance with the driveway standards.

CONDITIONS OF APPROVAL

1. The number of curb cuts shall be limited to two (2) with a maximum width of twenty (20) feet.
2. Setback from the surveyed corner should not be less than the ten (10) feet shown on the propose plans.
3. Development of the lot frontage should consider the Hall Ave. frontage as two (2) fifty feet wide lots and conform to the development standards as though there was two lots.
4. No vehicular access to Redmond Street is allowed.

START
Darren Brugmann