

I. M. S. SUBDIVISION

Engineering Comments: Engineering recommends dedication of drainage easement at any location public water crosses property. 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). Preservation status granted for all 50" and larger trees. All work under the canopies is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger. The removal of all Live Oak trees 24" or larger must be coordinated with Urban Forestry.

The plat illustrates the proposed 26.0± acre, two-lot subdivision which is located on the North side of Halls Mill Road, ¼ mile± East of Rochelle Street, and is in Council District 4. The site is served by public water and sanitary sewer.

The purpose of the application is to create two lots from a large metes and bounds parcel.

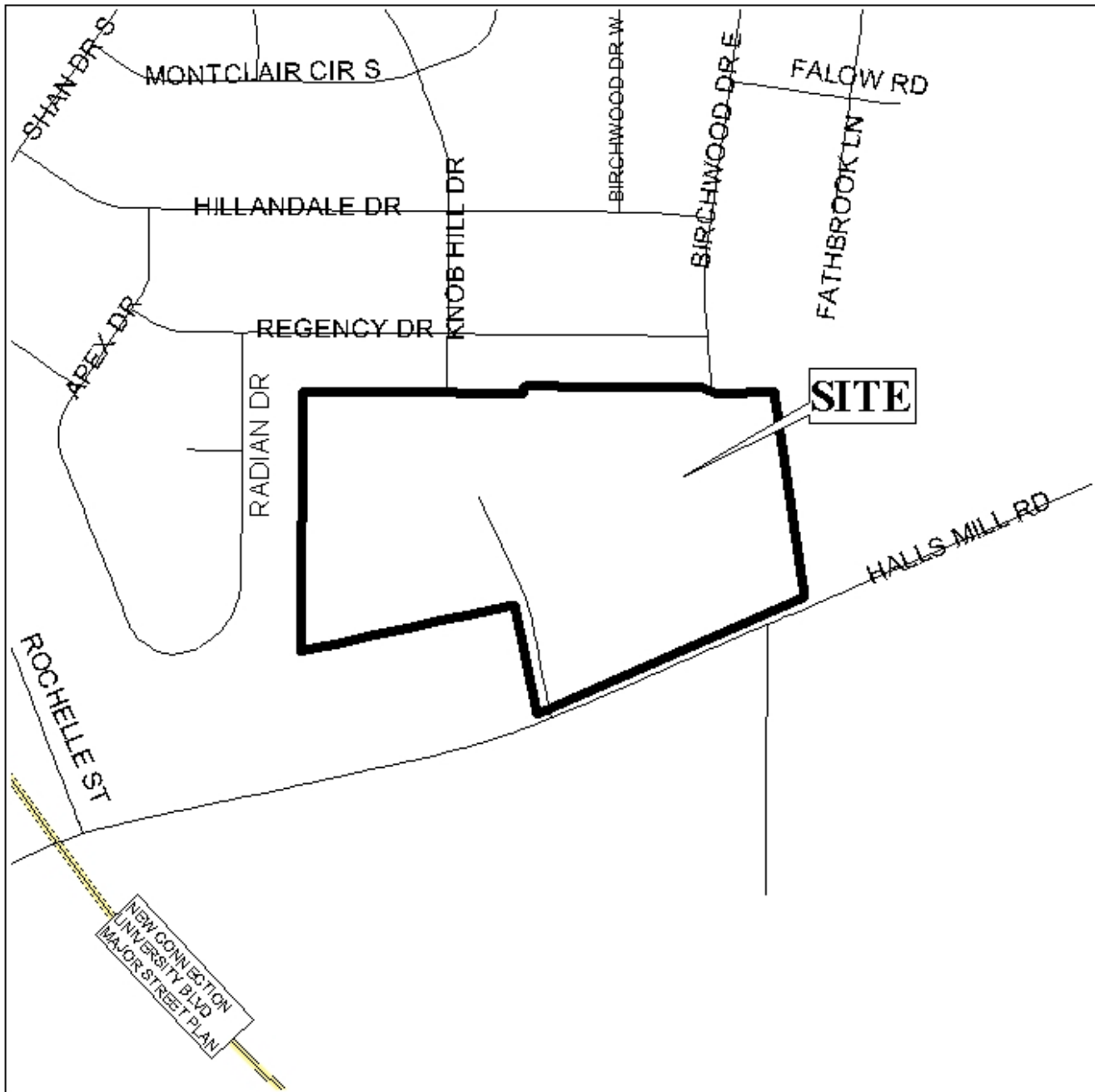
The site fronts Halls Mill Road, a collector street with a varying right-of-way, which requires a 70-foot right-of-way along this portion. Therefore, dedication sufficient to provide 35 feet from the centerline of Halls Mill Road should be required. As a means of access management, the site should be limited to two curb cuts to Halls Mill Road for each lot. The site also adjoins the termini of Knob Hill and Birchwood Drives. There is an existing curb cut to Birchwood Drive, and an apparent unimproved access to Knob Hill. While these curb cuts should be allowed, the size, location, and design of future improvements will be subject to Traffic Engineering approval.

The site is presently developed with multiple buildings, including an apparent building connection crossing the two lots. This structure must be removed, and all buildings must be shown to meet minimum setbacks from the new property line, prior to signing the final plat. The 25-foot building setback lines are not shown, but would be required on the final plat, for all street frontages, and measured from the dedication.

The plat meets the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval, subject to the following conditions: 1) compliance with Engineering comments (Engineering recommends dedication of drainage easement at any location public water crosses property. 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.); 2) compliance with 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). Preservation status granted for all 50" and larger trees. All work under the canopies is to be permitted and coordinated with Urban Forestry, removal to be permitted by Urban Forestry only in the case of disease or impending danger. The removal of all Live Oak trees 24" or larger must be coordinated with Urban Forestry.); 3) dedication of sufficient right-of-way to provide 35 feet from the centerline of Halls Mill Road; 4) the placement of a note on the final plat stating that the site is limited to two curb cuts to Halls Mill Road for each lot, and a single curb cut each to Knob Hill and Birchwood Drives, with size, location, and design of future improvements subject to Traffic Engineering approval; 5) the removal of any structures crossing the property line or encroaching on the setbacks from the new line, prior to signing the final plat; and 6) the placement of the 25-foot setback lines on the final plat, measured from the dedication.

LOCATOR MAP



APPLICATION NUMBER 2 DATE July 6, 2006

APPLICANT I.M.S. Subdivision

REQUEST Subdivision



NTS

I.M.S SUBDIVISION



APPLICATION NUMBER 2 DATE July 6, 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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