

SPRINGHILL COMMERCIAL PARK SUBDIVISION,

UNIT THREE

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. 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).

The plat illustrates the proposed 2.2± acre, one-lot subdivision which is located on the South side of Springhill Memorial Drive North, 410'± West of West I-65 Service Road South, and is in Council District 5. The site is served by public water and sanitary sewer.

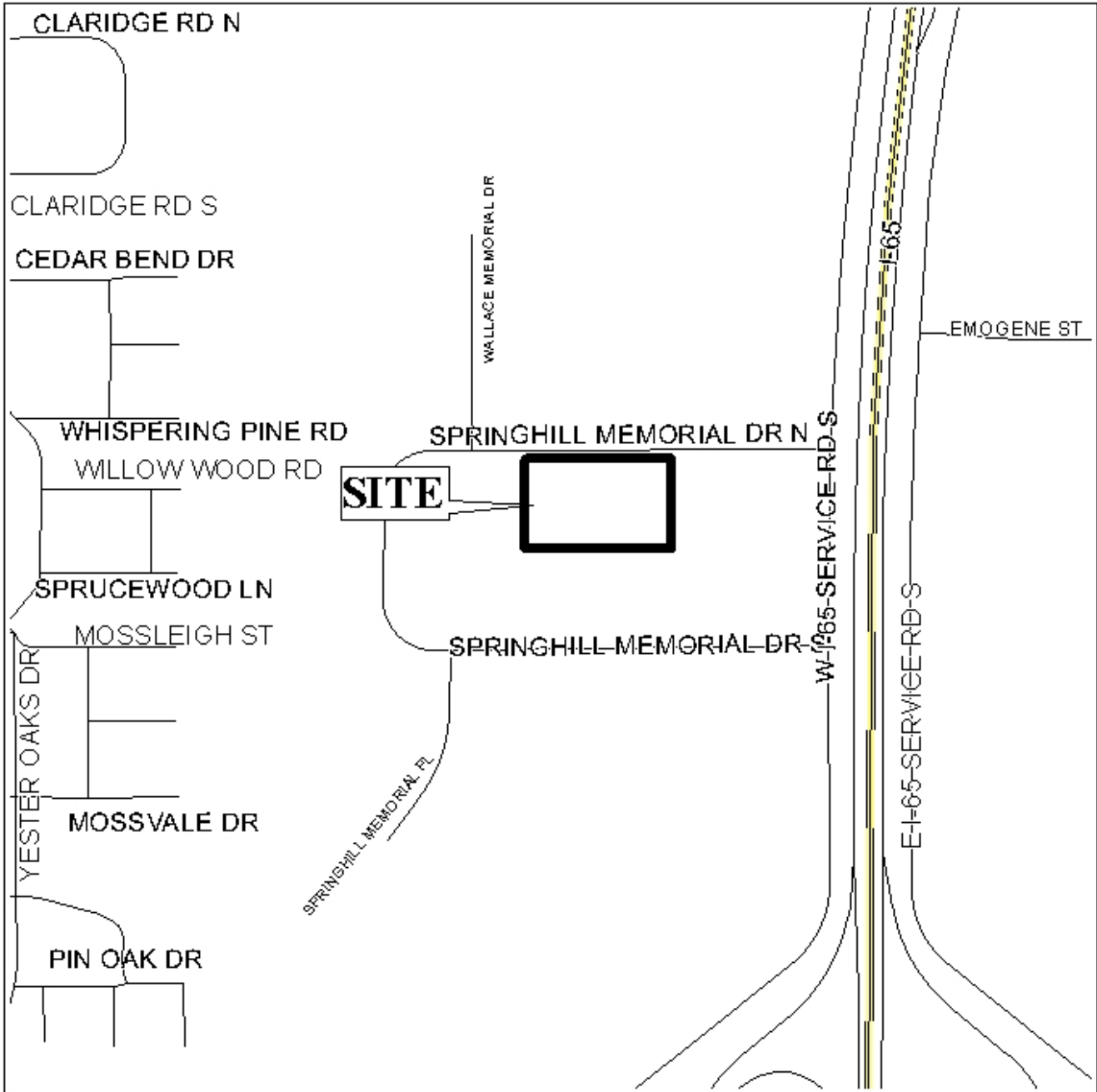
The purpose of the application is to create one lot of record from a portion of a metes and bounds parcel. The remainder of the parcel is the subject of a separate subdivision request, submitted for a simultaneous review (Unit Four). Both subdivisions should be recorded simultaneously.

The site fronts Springhill Memorial Drive, which has a 50-foot right-of-way. As a means of access management, the site should be limited to a single curb cut, with size, location, and design subject to Traffic Engineering approval.

The 25-foot 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) that the plat is recorded simultaneously with that of Unit Four of Springhill Commercial Park Subdivision; 2) the placement of a note on the final plat stating the site is limited to a single curb cut, with size, location, and design to be approved by Traffic Engineering; and 3) the depiction of the 25-foot building setback lines on the final plat.

LOCATOR MAP

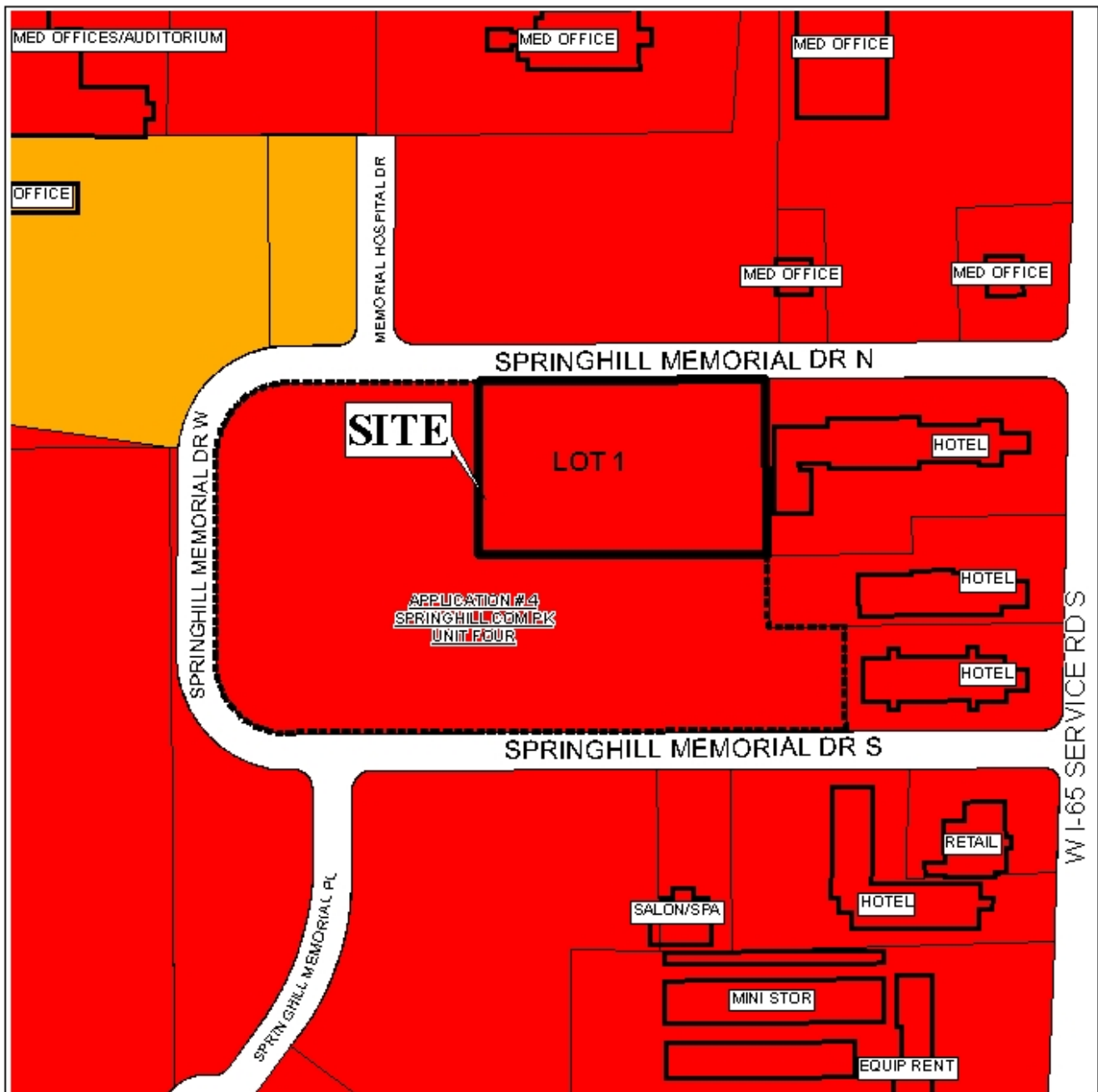


APPLICATION NUMBER 3 DATE July 20, 2006
APPLICANT Springhill Commercial Park Subdivision, Unit Three
REQUEST Subdivision



NTS

SPRINGHILL COMMERCIAL PARK SUBDIVISION, UNIT THREE



APPLICATION NUMBER 3 DATE July 20, 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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