

SPRINGHILL ESTATES SUBDIVISION, **RESUBDIVISION OF LOT 8**

Engineering Comments: Development of property must comply with all stormwater management and flood control ordinances. Any work performed in the right-of-way will require a right-of-way permit.

Traffic Engineering Comments: Driveway number, 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). Preservation status is to given to the 35" Live Oak in the northwest corner of the property. Any work on or under this tree is to be permitted and coordinated with Urban Forestry; removal to be permitted only in the case of disease or impeding danger.

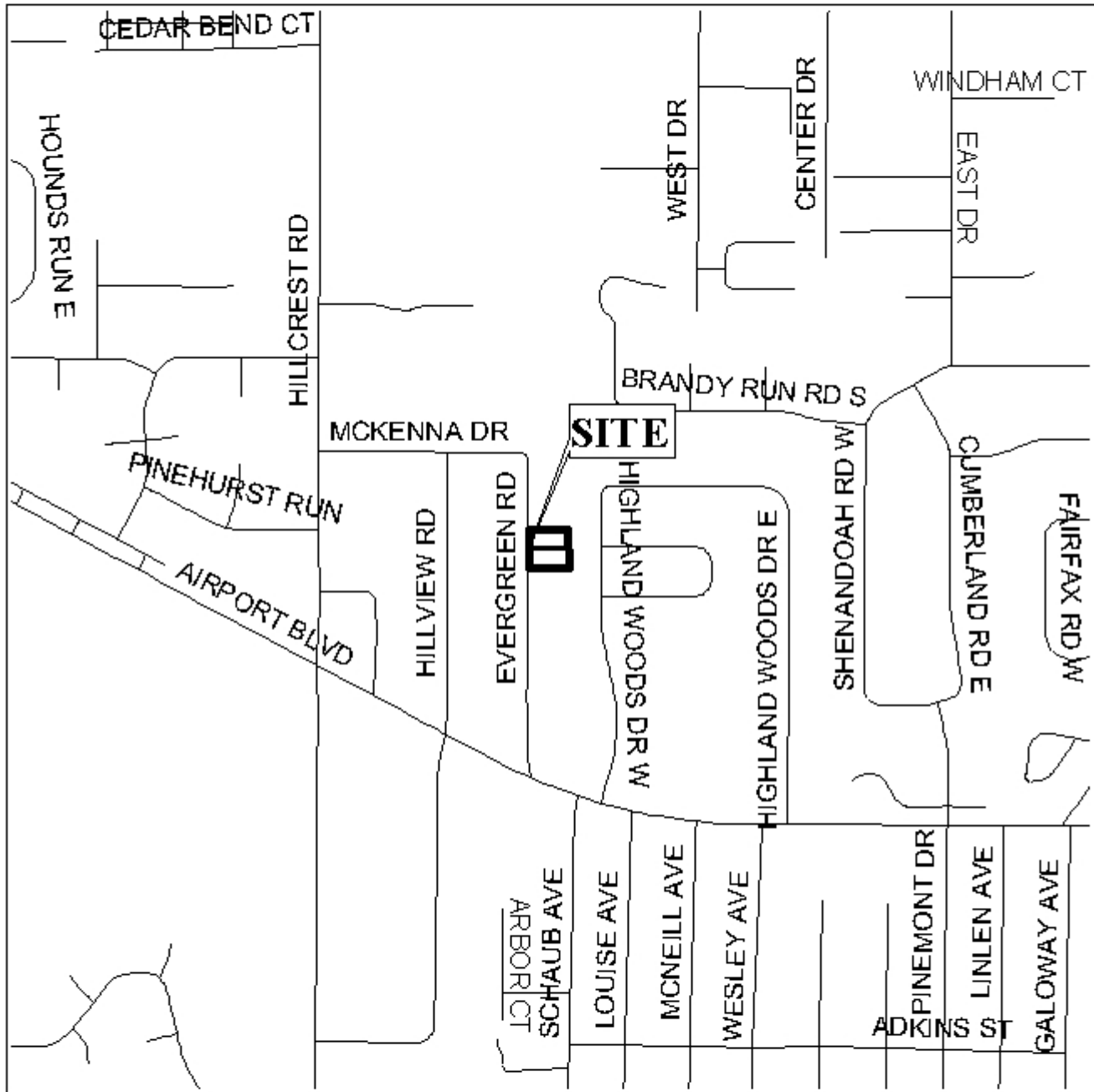
The plat illustrates the proposed 2-lot, 0.9± acre subdivision which is located on the East side of Evergreen Road, 400'± South of McKenna Drive and is located in City Council District 6. The site is served by public water and sewer facilities.

The purpose of this application is to subdivide one lot into two lots.

The site fronts Evergreen Road, a minor street which has a variable right-of-way; and as such requires a 50' right-of-way. Therefore, the dedication of adequate right-of-way to provide 25' from the centerline of Evergreen Road should be required.

With modifications, the plat will meet the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following condition: 1) the dedication of adequate right-of-way to provide 25' from the centerline of Evergreen Road.

LOCATOR MAP



APPLICATION NUMBER 21 DATE April 1, 2004
 APPLICANT Springhill Estates Subdivision, Resubdivision of Lot 8
 REQUEST Subdivision

















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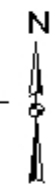
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LEGEND

													
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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