

## **THE BLUFFS AT CYPRESS CREEK 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.

The plat illustrates the proposed 53 lot, 53.0 ± acre subdivision which is located 350' ± North of the North terminus of Cypress Business Park Drive, extending East along the North side of the proposed extension of Cypress Business Park Drive to the L & N Railroad Right-of-way. The subdivision is served by public water and sanitary sewer.

The purpose of this application is to create a 53-lot subdivision from a large metes and bounds parcel.

Lots 1-30 and 37-53 will front a new city standard street (Cypress Business Park Drive). As shown on the plat, a 40-foot drive and fence easement will be provided parallel to Cypress Business Park Drive; access to this easement will be restricted. This type of restricted driveway development is somewhat typical along waterways where lots are frequently narrow and deep. Furthermore, a waiver of Section V.D.3. (width to depth ratio) would be required.

Lots 31-36 do not front a dedicated public right-of-way; however, as shown on the Vicinity Map, there is an existing traveled roadway serving residences to the East and North of the site. This traveled roadway is essentially a prescriptive easement, and dedication of half the required right-of-way for a city street should be required along the eastern property line. Additionally, the intersection of the new street (Cypress Business Park Drive) with the existing prescriptive easement should be coordinated with and approved by City Engineering, Traffic Engineering and Urban Development staff.

As referenced above, Lots 31-36 will not front a dedicated, improved right-of-way. However, private streets are allowed for subdivisions of unconventional design, and as the site is located along a waterway, and in an area of heavy commercial zoning, restricted access could be considered appropriate. While the private street standards require a minimum right-of-way of 50-feet in width, in some situations, the Planning Commission has reduced the minimum width requirement. Therefore, it is recommended that the 40-foot right-of-way be allowed for the private street along Lots 31-36.

In terms of actual private road construction, the applicant proposes to comply with the minimum paved width standards, as well as the compaction standards. However, because the street will run to Halls Mill Creek, a modified design to disperse the water from the road bed may be preferable to the required paved wings that would essentially concentrate the water "downhill". Therefore, the approval of the Engineering

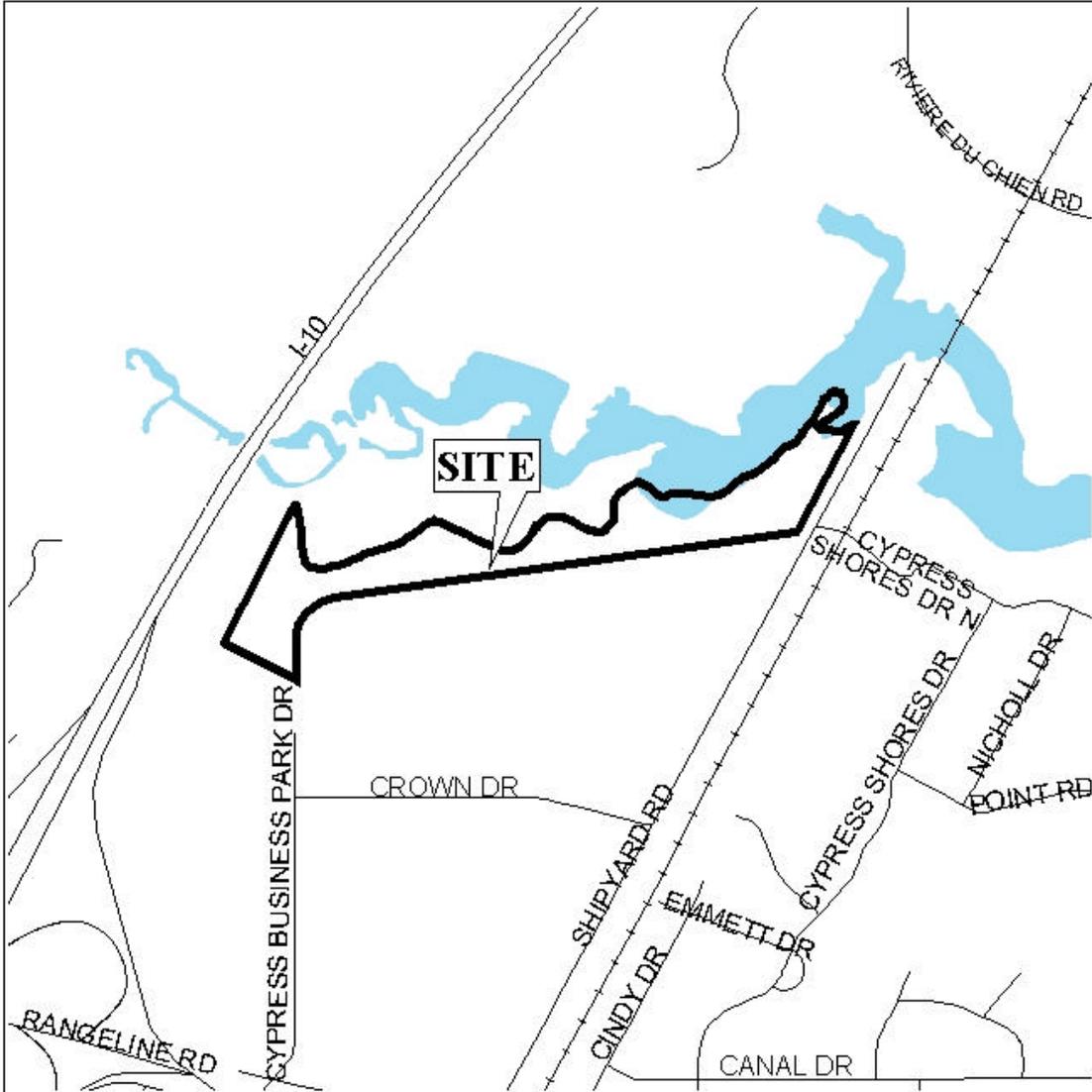
Department and Urban Development staff should be required for the design of the roadway as it pertains to drainage.

The site is adjacent to Halls Mill Creek, thus the area could be considered environmentally sensitive; therefore, the approval of all federal, state and local agencies would be required.

Common areas are shown on the plat, thus the placement of a note on the final plat stating that maintenance of all common areas shall be the responsibility of the property owners, should be required.

With a waiver of Sections V.D.3. and VIII.E.2.c. (50-foot right-of-way requirement), the plat will meet the minimum requirements of the Subdivision Regulations and is recommended for Tentative Approval subject to the following conditions: 1) dedication of half the required right-of-way for a city street along the eastern property line; 2) that the intersection of the new street (Cypress Business Park Drive) with the existing prescriptive easement be coordinated with and approved by City Engineering, Traffic Engineering and Urban Development staff; 3) the allowance of a 40-foot right-of-way for the private street, and construction of the private street to the standards set forth in Section VIII.3.2., with the drainage to be approved by City Engineering and Urban Development staff; 4) the obtaining of any necessary approvals of all federal, state and local agencies; and 5) the placement of a note on the final plat stating that maintenance of all common areas are the responsibility of the property owners.

# LOCATOR MAP



APPLICATION NUMBER 10 DATE November 20, 2003

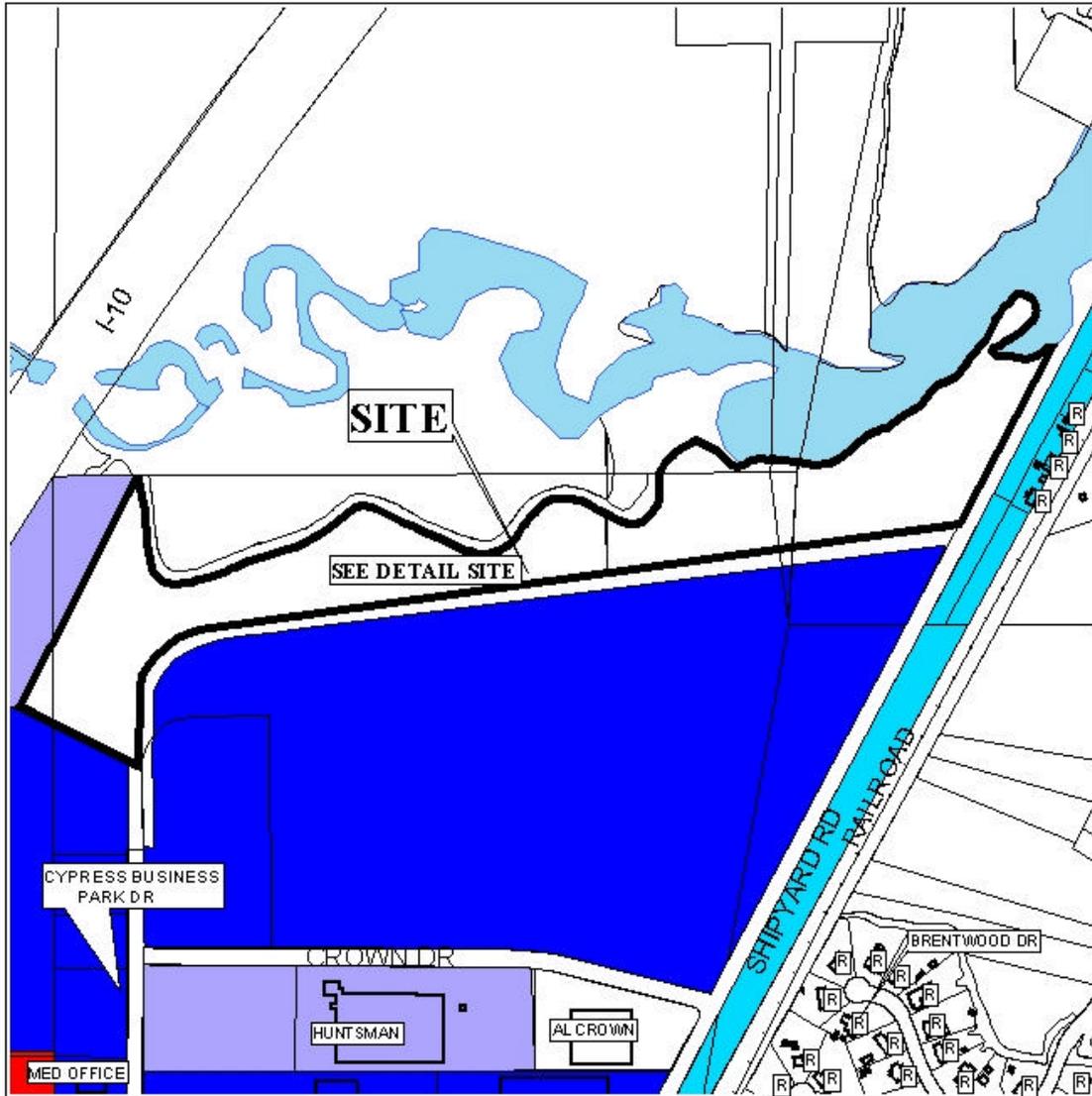
APPLICANT The Bluffs at Cypress Creek Subdivision

REQUEST Subdivision



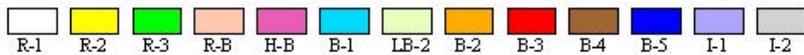
NTS

# THE BLUFFS AT CYPRESS CREEK SUBDIVISION

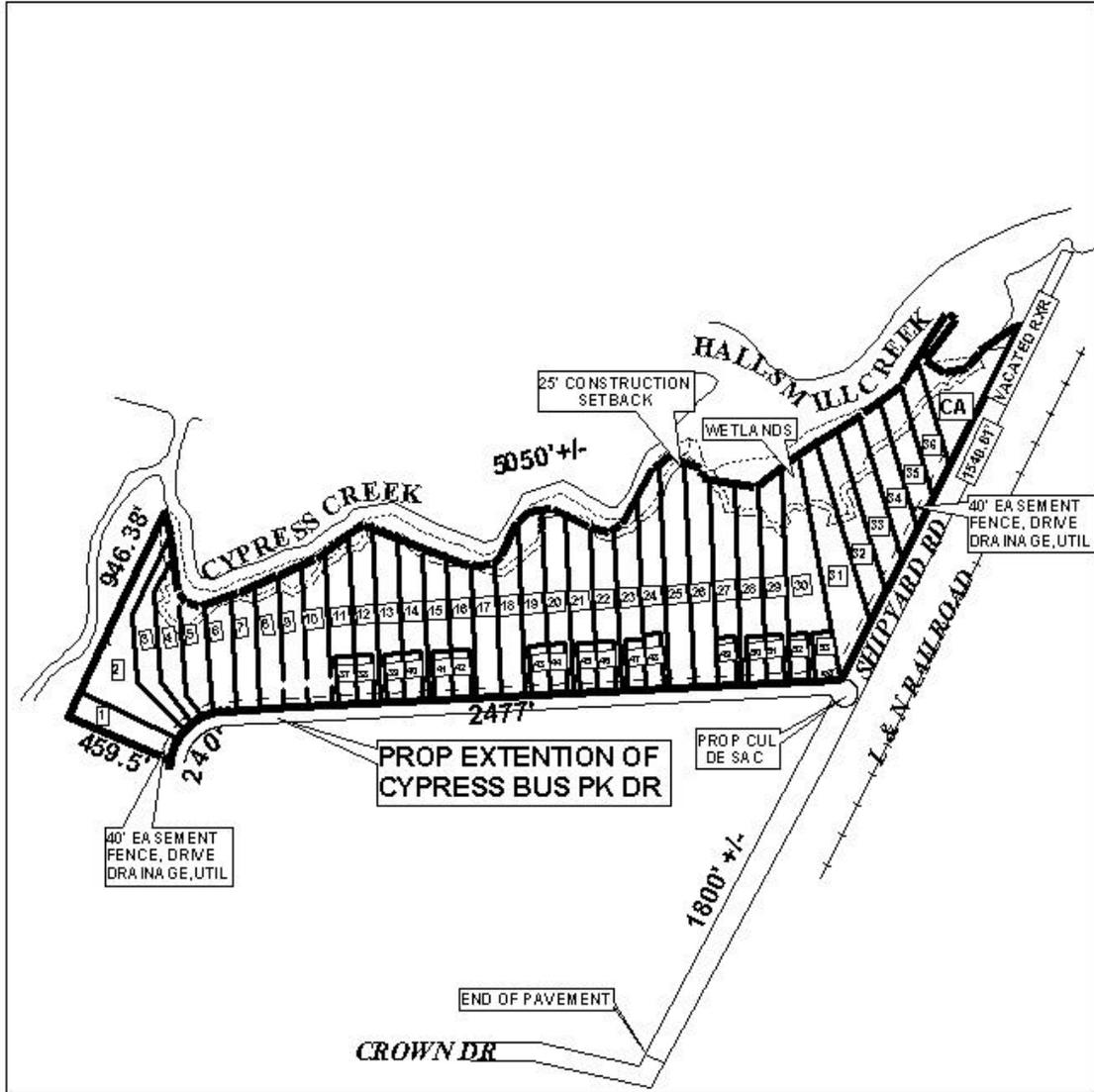


APPLICATION NUMBER 10 DATE November 20, 2003

LEGEND



# DETAIL SITE PLAN



APPLICATION NUMBER 10 DATE November 20, 2003

APPLICANT The Bluffs at Cypress Creek Subdivision

REQUEST Subdivision



NTS