

TECHNICAL REVIEW COMMITTEE (TRC) PLAT REVIEW COMMENTS

Staff Only:

TRC Meeting Date: 9-17-20

TRC Comments Sent Date: 9-22-20

Revisions Received Date (R1): 9-25-20

Staff Response Date (R1): 10-13-20

Revisions Received Date (R2): 10-16-20

Staff Response Date (R2): 2-24-21

Planning Commission Date:

Plat placed on hold pending PUD rezoning

Interdepartmental Staff and outside agencies have reviewed and prepared comments for the proposed plat. All plats must comply with applicable review criteria. These comments are intended to be final.

All corrected plats must be submitted with a comment resolution (response) letter for staff review.

Major plats, in compliance with review criteria, are recommended for approval to the Planning Commission by the TRC. Development Services staff will determine when the plat is scheduled for Planning Commission.

Administrative plats, in compliance with review criteria, are approved by the Director on a rolling basis.

Project: **20PL1094**

ROYAL OAK FUTURE UNITS (PRELIMINARY – 55.24 ACRES)

Located south of Leopard Street and east of Rand Morgan Road.

Zoned: Currently rezoning to CN-1 and RS-6

Owner: Mary Hutchin Triestman Partnership

Surveyor: Bass & Welsh Engineering

The applicant proposes to plat the property to develop a 218 residential unit subdivision.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Closure is not checked on preliminary plats.	ok	Addressed		
2	Plat	Please include phase lines on platted area and phase plan on notes.	DONE	Boundaries addressed. Prelim plat has expiration of 2 years with each Unit having to be development within the time frame of not having the plat expire.		

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	To be consistent with proposed Rezoning, remove the FR boundary within the property to be platted. Provide Zoning Label for the residential lots.	DONE. SEE ALSO NOTE 1	Addressed		
2	Plat	Provide a 15' UE along Rand Morgan Road.	DONE	Addressed		
3	Plat	label the 15' UE between Lot 23 & 24, Block 10	DONE	Addressed		
4	Plat	Continue the 10' UE on Lot 11, Block 4 to Yellow Pine Street.	DONE	Addressed		
5	Plat	Provide 10' UE on each side of Dark Oak St. and Oregon Trail to Yellow Pine Street.	DONE	Addressed		

6	Plat	15' UE's will be required for any water line looping requirements	OK			
7	Plat	Provide a 5' UE on each side of Flagship Drive.	DONE	Addressed		
8	Plat	Provide a 10' UE at rear of Lot 14, Block 9, Lot 11, Block 7 and Lot 11, Block 4	DONE	Addressed		
9	Plat	Label easement along the south boundary.	DONE	Addressed		
10	Plat	One of the Access points will be required to be a Divided Entrance consisting of four travel lanes to meet the (3) three Access Points required. UDC 8.2.1.D	THREE ACCESS POINTS ARE ALREADY PROVIDED	Addressed with the two access points onto Rand Morgan Drive.		
11	Plat	Provide copy of Access and Drainage approval from TXDot prior to PC approval of plat layout.	OK	Not addressed	Developer desires access as shown. No drainage is proposed into Rand Morgan Road.	To be addressed with Final Plat application.
12	Plat	The preliminary plat must be compliant with all requirements of the Unified Development Code (UDC) up to and including zoning district buffer yards. The buffer yards will be determined based on the current or future zoning of the property."	OK	To be addressed prior to Final Plat submittal		
13	Plat	Update plat Note #1 to include the three properties to be rezoned to CN-1	DONE	Addressed		
14	Infor:	Approved comments will be conditionally approved pending the Rezoning approval.	OK	To be addressed prior to Final Plat submittal		

PLANNING/Environment & Strategic Initiatives (ESI)

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.				

DEVELOPMENT SERVICES ENGINEERING

Action	Yes	No		
Public Improvements Required?	Yes, it is required at the final plat stage.		OK	Prior to Plat Recordation.
Water	Yes, it is required at the final plat stage; looping is required in multiple locations;		OK	Prior to Plat Recordation.
Fire Hydrants	Yes, they are required at the final plat stage; the FH's are required in the subdivision and along Rand Morgan (keep them near the PL along Rand Morgan).		OK	Prior to Plat Recordation.
Wastewater	Yes, per MASTER Plan and coordinate all Utilities with the Utility department.		OK	Prior to Plat Recordation.
Manhole	Yes, per MASTER Plan and coordinate all Utilities with the Utility department.		OK	Prior to Plat Recordation.

Stormwater	Yes		OK
Sidewalks	Yes, including the sidewalk along Rand Morgan.		OK
Streets	Yes		OK

Prior to Plat Recordation.

Addressed at Final Plat and
Prior to Plat Recordation.
Prior to Plat Recordation.

Refer to UDC Section 3.8.3.D Waivers if applicable.

Applicant Response on Waiver:		
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DEVELOPMENT SERVICES ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Add the following note "all driveways to public Streets within the subdivision shall conform to access management standards outlined in Article 7 of the UDC".	DONE	Addressed		
2	Plat	Add the following note "all driveways shall be placed on the shorter width of the lot (no driveway shall be allowed on the longer width of the lot)."	DONE EXCEPT FOR COMMERCIAL LOTS	Addressed		
3	All sheets	Indicate the separation distance between the intersecting streets with Rand Morgan Drive (it is the distance from the nearest curb return point to the nearest curb return point).	DONE	Addressed		
4	All sheets	Show driveways and CL's across Rand Morgan Drive and provide distances from CL to CL.	DONE	Addressed		
5	All sheets	No hammer head is allowed.	DESIRE TO KEEP HAMMERHEAD	Not addressed	There is only two hammerhead with revised plat as shown. Developer desires hamerhead with street lengths as shown; to be included with PUD	Addressed with new Layout showing Cul de Sac
6	All sheets	No Dead End is allowed at Yellow Pine Drive.	CORRECTED	Addressed		
7	Plat and SWQMP	Revise the receiving water note to Inner Harbor Basin.	Drainage goes to Oso Creek.	Addressed		
8	Utility Plan	Label the existing 16" Water Main along Rand Morgan Drive "ACP"; Label the existing 12" Wastewater Main along Clarkwood "VCP"; please coordinate the Water, wastewater and stormwater designs with Mr. Gabriel Hinojosa of the Utility Department.	DONE			
9		All offsite UE's must be 15' wide.	OK	Prior to Plat Recordation		
10	SWQMP	Storm sewer system: Provide outlet details for all storm sewer lines.	OK (IN CONSTRUCTION PLANS)	with PI Plans		

11		Public Improvements Plans are required; submit a pdf copy of proposed public improvements along with a title sheet to PublicImprovements@cctexas.com for review and approval; this item is required prior to Final Plat Recordation. UDC 8.1.3.A	OK	Prior to Plat Recordation		
12	Plat	Revise the pavement Design to meet the IDM criteria for the C1 collector (pavement depths 4", 11" and 8") and for the local residential (pavement depths 2", 8" and 8") .	THE UTP SHOWS NO C-1 COLLECTORS IN THIS SITE. ALL OTHER STREETS ARE 28' BB (2", 6" AND 8")	Addressed		
13		UIR is required to do any City public improvements on Rand Morgan Drive such as Water Main construction.	OK	Prior to Plat Recordation		
14	Informa	See Utilities Department Comments hereafter; submit a copy of TXDOT driveway permit and drainage coordination.	OK	Prior to Plat Recordation		
15	tional	See TXDOT Comments hereafter.	THERE ARE NONE.	Not addressed; Contact TXDOT and provide copies of the issued driveway permits.	Will do with construction plans	To be addressed with TXDot

UTILITIES ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Water construction will be required at the final plat stage. No dead-end mains will be permitted.	OK	Prior to Plat Recordation		
2	Plat	Wastewater construction will be required at final plat stage.	OK	Prior to Plat Recordation		

TRAFFIC ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1		Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC	OK	To be addressed with site development.		
2		The street network should be designed to promote street connectivity which increases accessibility for pedestrians and motorists in the neighborhood. Remove the hammerhead designs on shown for Irish Oak Street and Scottish Oak Street. These designs are no longer being encouraged for use. Any permitted turnarounds will have to meet the approval of the TRC, Fire and Solid Waste Departments.	WE DESIRE HAMMERHEADS	Not adressed. Hammer heads have been discussed and not recommended.	See 5 under Development Services Engineering above	Addressed with new Layout showing Cul de Sac
3		The intersection of Yellow Pine Street and Oregon Trail must be redesigned to intersect at a 90-degree angle. Design streets per AASHTO Design standards. Changes in horizontal alignments should not occur within an intersection. Improperly designed intersections create safety and operational issues.	THESE 2 STREETS MEET AT A LARGE ANGLE (OVER 80 DEGREES) AND OREGON TRAIL IS NOT LONG ON THE EAST SIDE OF RM RD. THERE WILL BE STOP SIGNS	Addressed		

4		Yellow Pine Street should not dead-end. Arrange the alignment to connect to other streets within the subdivision.	DEAD END REMOVED	Addressed		
5		<small>The developer or their representative is required to submit a "street lighting plan", indicating the proposed locations and fixture type of street lights, for review and approval to the City's Traffic Engineering Department. At a minimum, street lights will be required to be provided at entrances to the subdivision, all interior intersections, cul-de-sacs, dead-end streets, and as required by the City's Traffic Engineering Department to meet the City's continuous lighting standards. The "street lighting plan" must also indicate all existing street lights within 500-ft (±) of proposed street lights along tangent street sections. Preliminary "written" approval of the "street lighting plan", by the City's Traffic Engineering Department, is required before the utility company (AEP or NEC) can start the design of the street lighting system and determine developer fees, which are required for plat recordation. Traffic Engineering issues a Letter of Authorization to the utility company, allowing for construction of the street lighting system, once this process is complete.</small>	STREET LIGHTING PLAN BY AEP	Prior to Plat Recordation		
6		Public improvement plans should include all signage and pavement markings needed for traffic operations (e.g. signage, striping, traffic mitigation devices) in addition to standard "regulatory" STOP and street name blade sign installations. Additionally, cul-de-sacs must include either "NO OUTLET" or "DEAD END" signage, Temporary Dead-Ends should include the appropriate object markers, and one-way streets must include signage for any one-way designations and affected side sheets.	WILL PUT STOP SIGN LOCATIONS IN CONSTRUCTION PLANS	Prior to Plat Recordation		
7		Driveway access onto FM 2292 must be permitted by TXDOT.	OK	Addressed with the two access points onto Rand Morgan Drive.		

SOLID WASTE

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Solid Waste has difficulties with the Royal Oaks Future plat. It contains 3 hammer heads and one dead end which are deemed unacceptable by solid waste services.	HAMMERHEADS ARE DESIRED	Not addressed. Hammer heads have been discussed and not recommended.	See 5 under Development Services Engineering above	Addressed with new Layout showing Cul de Sac

FLOODPLAIN

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Utility	WATER DISTRIBUTION SYSTEM STANDARDS-Fire Hydrant flow for residential areas requires 750 GPM with 20 psi residual. Fire hydrants are to be located every 600 feet and operational prior t REQUIRED ACCESS-ALL BUILDINGS AND STRUCTURES.	OK	To be addressed on Public Improvement Plans		
2	Infor:	503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced to provide all weather driving capabilities	OK	To be addressed on site development.		
3	Infor:	D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).	OK	To be addressed on site development.		

4	Infor:	IFC 2015 Sec. 503.2.1 Dimensions Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders.		To be addressed on site development.		
5	Infor:	D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders		To be addressed on site development.		
6	P.I.'s	Note: If parking is allowed on streets, the minimum width should be 32 ft. otherwise any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs in accordance with section D103.6: Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs		To be addressed on Public Improvement Plans		
7	Infor:	Note: a drivable surface capable of handling the weight of fire apparatus is required to be in place prior to "going vertical" with the structures.		To be addressed on site development.		
8	Infor:	503.2.5 Dead ends. Dead-end fire apparatus access roads more than 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. Turn around provisions shall be provided with either a 60 ft. "Y", or 96-foot diameter cul-de-sac (Section 503.2 and Appendix D-Cull de Sac turning diameter shall be 96' minimum.)		To be addressed on Public Improvement Plans		
9	Plat	Note: Hammerheads should be used only as a last resort to meet the minimum requirements of a required turnaround. These should not be used as a normal turnaround design as in reality you are not turning around; you are backing which makes it dangerous. A proposed hammerhead must be approved by the Fire Code Official.		Not addressed. Hammer heads have been discussed and not recommended.	See 5 under Development Services Engineering above	Addressed with new Layout showing Cul de Sac
10	Plat	The fire code does not state that a contractor has the right to use a hammerhead, it only allows it as an alternative. Fire would only accept it as an alternative if that is the only way a turnaround can be achieved.		Not addressed. Hammer heads have been discussed and not recommended.	See 5 under Development Services Engineering above	Addressed with new Layout showing Cul de Sac
11	Plat	Note: it appears that Shady Oak, Scottish Oak and Irish Oak streets are designed as hammerheads. Redesign should be considered.		Not addressed. Hammer heads have been discussed and not recommended.	See 5 under Development Services Engineering above	Addressed with new Layout showing Cul de Sac
12	Plat	Note: Flagship Street is to be utilized as a second point of entry for in Phase I of the project. It should now have been completed. Too, Dr. Ben Vela Street appears to have excessive hydrant spacing than what was called out on review.		Addressed		

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Request 10' U.E. Between lots 1 & 2, blk. 9	DONE	Addressed		
2	Plat	Request 10' U.E. Between lots 7 & 8, 1 & 2, blk. 4	DONE	Addressed		
3	Plat	Request 10' U.E. Between lots 6 & 7, 12 & 13, 17 & 18, 22 & 23, 27 & 28 and lots 32 & 33, blk. 10	DONE	Addressed		
4	Plat	10" U.E. Hutching Tracts Heading East to lot 6, blk. 2 By separate instrument	PUT 10' UE REAR OF LOTS 9 - 16 BLK 2	Addressed		
5	Plat	5' U.E. by separate instrument lots 1 thru 6, blk. 2 and lot 1, blk. 1	PUT 10' UE IN REAR BLK 2 LOTS 1-6 AND SIDE BLK 1 LOT 1	Addressed		

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Park fees to be assessed on Final Plats.	OK	Prior to Plat Recordation		

REGIONAL TRANSPORTATION AUTHORITY						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	This preliminary plat is not located along an existing or foreseeably planned CCRTA service route.	OK	Addressed		

NAS-CORPUS CHRISTI						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	OK	Addressed		

CORPUS CHRISTI INTERNATIONAL AIRPORT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	2.9 miles North of CCIA. Will possibly be subject to overflight noise and potentially need aeronautical study based on construction method.	OK	Addressed		

AEP-TRANSMISSION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

AEP-DISTRIBUTION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

TXDOT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Subdivision of more than 1 Lot, regional storm water runoff detention should be provided.	No drainage into Rand Morgan Road is proposed	To be addressed with any on Drainage approval request to TXDOT for Final Plat.		

2	Plat	Remove proposed Oregon Trail St. intersection. Minimum spacing of driveways for 45 mph posted speed limit is 360 ft (edge to edge). No intersection is desired. move the location to avoid an intersection.	Developer desires to keep this intersection for better subdivision access generally and for access to neighborhood school on the west side of Rand Morgan Road	Not Addressed. TxDOT does not desire location of intersection for Oregon Trail St. This entrance to the subdivision needs to move north or south. No additional access from commercial or individual lots will be permitted by TxDOT since the Subdivision entrances will max out spacing requirements once it's completed. These lots are to gain access from the Subdivision entrances.		Addressed. This is item to be handled at Final Plat. Awaiting TXDOT approval.
3	Plat	Access connections onto FM 2292 (Rand Morgan), shall be reviewed and have approval by TxDOT. No additional access to commercial lots will be permitted onto FM 2292 (Rand Morgan). All lots adjacent to FM 2292 (Rand Morgan) shall access from the side streets.	Developer desires to have one driveway access directly to Rand Morgan Road from each commercial lot. Developer is in discussion with TxDOT	Not Addressed. Due to spacing requirements between driveways (which also includes streets), the developer can get access by spacing out the entrances and avoiding the Oregon Trail St. intersection, which will provide more conflict points and potential for increased vehicular accidents.		Addressed. This is item to be handled at Final Plat. Awaiting TXDOT approval.
4	Plat	Any drainage discharge to FM 2292 (Rand Morgan) shall be reviewed and have approval by TxDOT. If any discharge to FM 2292 is approved by TxDOT, additional storm water runoff detention may be required, if lot exceeds its pro-rata share.	No drainage into Rand Morgan Road is proposed	To be addressed with any on Drainage approval request to TXDOT for Final Plat.		

NUECES ELECTRIC

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.				

INFORMATIONAL

Comments noted below apply to the preliminary site/utility/transportation plan and preliminary storm water quality management plan (SWQMP) as observations for information only.

These comments should be considered during subsequent site and public infrastructure development but may be required as a condition for plat consideration by the Planning Commission for approval.

Additional comments may be issued with the subsequent submittal plans associated with the property development.

LAND DEVELOPMENT

1. Prior to recordation, provide a tax certificate indicating that all taxes have a \$0.00 balance, along with the submittal of the original tracing.