



December 20, 2018

Greg Collins
Development Services, City of Corpus Christi
2406 Leopard Street, Suite 100
Corpus Christi, Texas 78408

Subject: London Towne Preliminary Plat – Plat Waiver Request

Mr. Collins:

We, Urban Engineering, on behalf of Braselton Custom Homes, Ltd., submit to you this request for multiple plat waivers as outlined below. We ask that staff please confirm the total fee amount required for all plat waivers requested, and we will deliver a check to the city.

Plat Waivers for London Towne Subdivision:

1. Street T-5 (46-foot right-of-way)

- a. Street T-5 is a hammerhead street which does not match the adopted internal standard for development services. As proposed, the hammerhead is at an angle and not perpendicular as is the standard. We ask for a waiver to construct the street within the right-of-way as proposed for Street T-5. The proposed street dimensions will still require review and approval by development services including the fire code official.

2. Street F (60-foot right-of-way)

- a. This portion of Street F does not meet standard city street section because the street is not centered in the right-of-way, and sidewalk is only proposed on one side of the street. All street and sidewalk dimensions meet or exceed city standards. The reason for the deviation from city standards is to move the street to one side of the right-of-way which accommodates a large winding sidewalk along one side of the road. UDC 8.2.2.B.4 allows sidewalks adjacent to private streets to be constructed on only one side of the road if sidewalks are at least 6-foot wide. Proposed sidewalks are 6-foot wide.

3. Street F (74-foot right-of-way)

- a. This portion of Street F does not meet standard city street section because the street is a boulevard section, and only one sidewalk is proposed which is located within the boulevard. This street section was modeled after the previously approved Rancho Vista Boulevard which was approved with Rancho Vista, Unit 14 in July 2016. The sidewalk which runs down the center boulevard is proposed at 6-foot wide, and will be a winding sidewalk through a linear park. All street and sidewalk dimensions meet or exceed city standards. Further, the width of the pavement on each side of the boulevard has been set to accommodate Fire Access, and has been coordinated with the Fire Department.

4. Street A (75-foot right-of-way) – UTP C-3 Collector Street

- a. Street A is a UTP street located along the southern property boundary of the subject tract. Typically, a developer is only responsible for funding construction of their half of the street along a shared property line. Further, a developer is not required to construct the ultimate street section, but is only required to construct what can be considered their proportion. In the past developers have only been required to construct up to a 40-foot wide residential collector as it was determined their proportion of traffic would only require up to a residential collector street. In this case, the ultimate right-of-way is 75-foot wide, so 37.5-foot of right-of-way will be dedicated with this development. Since the adjacent land owner has no plans to dedicate right-of-way or construct a street that we are aware of, this developer has proposed to construct a typical residential street within his portion of the ultimate right-of-way. The street as proposed will be a 28-foot wide street per residential street standard, but will only have curb and gutter on one side. The other side of the street will have a roadside ditch. The roadside ditch is necessary to accommodate drainage from the adjacent lands. This developer will construct storm sewer and provide inlets along both sides of the road such that drainage from the other side of the road can enter the proposed storm system. In the future, when the street is to be upgraded to its ultimate section of 50-foot pavement width, the proposed street section will allow for expansion to ultimate dimensions with minimal rework, and the storm sewer lines crossing the street can be easily extended to the other side of the ultimate street section.

Please contact our office with any questions or concerns, or if additional information is needed.

Sincerely,

URBAN ENGINEERING



Michael C. York, P.E.