

PLAT REVIEW COMMENTS

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: 17PL1142

AZALI ESTATES (PRELIMINARY – 85.446 ACRES)

Located east of Yorktown Boulevard and west of Cayo Del Oso.

Applicant: Dorsal Development

Engineer: Bass & Welsh Engineering

The applicant proposes to preliminary plat the property in order to construct 292 lots for a single-family residential, apartments, and commercial development.

GIS

1. Closure is not checked on preliminary plats.
2. All streets on **the plat will be labeled, correct and revise. DONE.**
3. **Show the boundaries for the units or phases and include labels. UNIT 1 SHOWN. OTHERS UNKNOWN.**
4. Choose a new street name for Stephanie Dr. adjacent to Block 1. It is recommended to use Corliss Dr. DEVELOPER GAVE NEW STREET NAME.
5. Remove the North direction from the street Oso Pkwy. DONE
6. Show the street centerlines and label the dimensions. DONE
7. **Additional comment: Label Slough Rd. and Yorktown Blvd. with a larger and a bold font that is separate from the provided centerline label. DONE.**
8. **Additional comment: Change one of the streets that is named Houshang Dr. to a unique street name, they are unacceptable being divided as they are using the same name. DONE.**
9. **Additional comment: Karo Dr. has an odd font, the "O" is square and doesn't seem to fit the text, correct and revise. DONE.**
10. **Additional comment: The street centerline dimensions are not labeled, correct and revise. DONE. The street width is labeled without the centerline dimensions, correct and revise. DONE. The centerline lengths were on the previous submitted preliminary plat and now removed. These are needed and required to be on the plat, correct and revise. DONE.**
11. **Additional comment: Label the correct and complete legal description of the adjacent properties. Included corrections needed and not limited to be Tax Id 247600340072, 247600340070, 247600340025 and 247600260252 per the Nueces County Appraisal records. DONE. Did not comply. REVISED PER CONVERSATION WITH LARRY.**

LAND DEVELOPMENT

1. Show and label one-foot contours or spot elevations on the plat (Flood Zone A13 & B). DONE.
2. Show and label the curve data table on the plat. DONE. **Did not comply see attached chart example. THE CURVE RADII WERE LABELED. IT MAKES NO SENSE TO ADD THE ADDITIONAL DATA FOR A PRELIMINARY PLAT. THE DATA WILL NEVER BE USED FOR ANYTHING AS THE DATA WILL BE SHOWN ON FINAL PLATS WHERE IT WILL BE USED. THIS REQUIREMENT ONLY ADDS NEEDLESS COST TO THE PRELIMINARY PLAT. Understood data will be shown on the Final plat**
3. Show and label a number of phases on the plat and provide a phase summary chart for example label on the chart the section number, number of acres, zoning and number of lots.,etc. INDICATED UNIT 1 ONLY (93 LOTS). OTHER PHASES NOT KNOWN.
4. On the plat title Include the legal description and plat title for Sheet 2 of 2. DONE. **Did not comply. IT WAS DONE. Did not comply: Revised Sheet 2 of 2 read as "Preliminary Plat Azali Estates" DONE.**
5. Add the following "Total Platted Area" standard note to the plat: The total platted area contains x.xx acres of land including street dedication. DONE.
6. Add the following note to the plat: Each zoning district shall conform to minimum lot width (ft.) standards. DONE.
7. Add the following "Yard Requirement" standard note to the plat: The yard requirement, as depicted, ~~is a requirement of the Unified Development Code~~ and is subject to change as the zoning may change. DONE. **Delete "is a requirement of the Unified Development code and..." DONE.**
8. Correct and revise the current zoning on Note 1 and include proposed rezoning. DONE.
9. Per the adopted Oso Parkway Plan, a shared driveway access for Lots 1 & 2, Block 7 is required. OK. **Did not comply. See Engineering Comment 5. Lots, including but not limited to Lots 1-3, Block 7, Lots 2-5 Block 6, and Lots 8-12, Block 5, do not comply. Revise Note 13 to comply with Oso Parkway Master Plan. DONE. The current lot width did not comply with Oso Parkway Masterplan (including but not limited to Lots 1-3, Block 7, Lots 2-5 Block 6, and Lots 8-12, Block 5). Revise lot widths**
10. Identify the dash line along the rear of Block 2, Lots 1-56. DONE
11. Relocate the reference "FEMA Zone" reference on Block 4, Lots 1 & 9 it's not legible. DONE. **Did not comply. Show flood zone more clearly, with boundary. THERE IS NO FLOOD ZONE INFO SHOWN IN BLOCK 4. THERE IS ONLY ONE FLOOD ZONE LINE ON THIS PLAT AND IT IS SHOWN CLEARLY. Add back the contour lines as shown on the previous plat 2-7-18, and show its boundary. Show and label different line types between contour and Flood zone lines they appear similar. DONE (FEMA LINE MADE HEAVIER).**
12. Show and label Lot 68, Block 7 as a Private Park (see Parks comment #3).NO PRIVATE PARK.
13. Show and label the street name and required Y.R and U.E along the cul-de-sac of Block 3, Lots 17-25. DONE
14. Show and label required Y.R and U.E Block 3, Lots 26-30 and Block 1, Lots 81-84 along Dilly Drive. DONE
15. Show and label required Y.R and U.E, Block 5, Lot 7 and Block 6, Lot 6 along North Oso Parkway. DONE.
16. On the Notes justify all sentences to the right. DONE **Did not comply. DONE.**

ENGINEERING

1. Public Improvements construction required with the final plat. Public Improvements shall comply with City standards and shall be approved by Development Services prior to the construction. Dead end watermains greater than 100 ft are not allowed. OK.
2. Subdivision external access points shall comply with UDC Table 8.2.1.E. Additional access points may be required. OK.

Revise wastewater main to comply with Oso W.R.P. Service Area Sub Basin SPA 30 master plan. DONE. PROVIDED SS TO SE BOUNDARY AT FL PER MASTER PLAN. **Did not comply. Need to connect to wastewater on Master Plan, to the south. WE DO NOT SERVE LAND SOUTHWEST OF YORKTOWN. WE EXTENDED SS TO SOUTHEAST BOUNDARY, DEEP, AS RATA TOLD ME. Show the connection to wastewater grid to the west on the plat. CONNECTION TO THE NEARBY/ADJACENT LIFT STATION OS SHOWN.**

3. Drainage Channel 31 shall comply with the draft master plan. Dedicate additional storm drainage ROW per storm water master plan. DONE. **Need to show this as dedication. DONE. Cross-hatch the dedication. DONE.**
4. Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC. On lots with frontage on Oso Parkway the average spacing of driveway is 150'. OK.
5. Label the separation distances between the opposing streets on Yorktown Boulevard and the local streets within the Subdivision. City Street shall conform to access management standards outlined in Article 7 of the UDC. DONE. **See attached documents. Did not comply. Show separation distances between streets opposite this development, on Yorktown. Article 7 attached. DID COMPLY. STREETS AND SEPARATION DISTANCE ARE SHOWN.**

TRAFFIC ENGINEERING (RESPONSE COMMENTS BELOW ARE NEEDED)

1. The City's Urban Transportation Plan designates Yorktown Boulevard as an A3 Arterial (130' ROW). OK.
2. Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC. If driveways are proposed off Rocky Drive for Apartments then these driveways must be located at a distance that prevents stacking onto Oso Parkway. OK.
3. Block lengths shall not exceed 1600 feet. WE HAVE 1630, OK FOR MINOR OVERAGE.
Request Variance. 1600' is long for a block length in a residential subdivision. It is unclear of the intent of both Karo Drive and Azali Drive which match "design" requirements for a collector street, but the layout is characteristic of a "local" street. The layout of these streets encourage thru-traffic and lack of a closely spaced intersections may not be helpful in reducing. If the layout remains as-is, then there should be mitigation measures incorporated into the final street design. LONGEST BLOCK LENGTH DIMINISHED TO 1401' AS SHOWN.
4. Minimum lot width shall be 50 feet. OK.
5. Provide a layout of the proposed street light locations within the subdivision for approval by Traffic Engineering. WE HAVE NOT DONE THIS ON OTHER PRELIMINARY PLATS.
Response is not satisfactory answer. Street Lights are required as a public improvement. The Engineer is responsible for the design which will be reviewed by Traffic Engineering. WE HAVE NOT DONE THIS ON OTHER PRELIMINARY PLATS.
6. Construction Plans must show locations of proposed traffic control devices (signs, striping, object markers, etc.). NONE THIS PROJECT. **Required prior to recordation. OK.**
7. Recommend installation of speed humps for traffic calming measures in accordance with guidelines of Residential Traffic Management Program. The existing layout (straight alignment, block length and wider ROW) encourages speeding through a residential area. THESE TO BE PROVIDED BY RESIDENTS IN FUTURE IF THEY SO DESIRE.
Response is not satisfactory. The long, uncontrolled block lengths and wider ROW create the potential for speeding. Traffic calming devices (i.e. speed bumps/humps) are recommended as a mitigation measure (refer to response for comment #3). BLOCK LENGTH DIMINISHED AS INDICATED ABOVE.
8. Streets design must conform to City standards (30-year life). OK.
9. The design of the cul-de-sacs must accommodate emergency and service vehicles (i.e. solid waste trucks). The presence of driveways and on-street parking will affect the ability of these vehicles to maneuver through a tight space. OK.

TRAFFIC ENGINEERING (cont.)

10. Recommend connectivity to Slough Road to provide more external points for the subdivision. WE HAVE THIS VIA OSO PARKWAY.
This development should consider the possibility of connectivity to another City master planned network. Oso Parkway dead ends on both sides based on the current plat layout. WE ADDED AN ADDITIONAL STUB-OUT TO THE NORTHWEST PER MEETING BETWEEN DEVELOPER, ENGINEER, GREG, GENE AND BILL. SEE NOTE 19 AS AGREED TO IN SAID MEETING. PHASE THREE TRIGGERS AN ADDITIONAL STREET CONNECTION.
11. Prohibit driveway access for lots fronting Yorktown Boulevard. FOR SINGLE FAMILY LOTS ONLY.
12. A buffer must be provided for lots abutting Yorktown Boulevard according to Section 8.2.1.E of the UDC. Examples include providing a marginal access street, reverse frontage lots with non-access restrictions onto FM 43 or rear service alleys. NOT REQUIRED FOR RECENT PLATS. **Did not comply. A buffer treatment, per UDC Section 8.2.1.E, is required. WE DON'T CONNECT TO FM 43. SINGLE FAMILY LOTS DO NOT FRONT ON YORKTOWN.**
13. Complete a Peak Hour Traffic Form to indicate the number of trips generated from this development (based on Preliminary Plat). NOT REQUIRED FOR OTHER RECENT PLATS. **Did not comply. NOT REQUIRED FOR OTHER RECENT PLATS.**
14. Recommend provisions should be made to mitigate left turning movement onto Minnie Drive or Rocky Drive. This segment of Yorktown Boulevard is a two-lane section of roadway with no shoulder and a speed limit of 45mph. providing a left turn lane for residents is an option to improve safety for this development. THIS WAS NOT DONE FOR OTHER RECENT PRELIMINARY PLATS. **Did not comply. THIS WAS NOT DONE FOR OTHER RECENT PRELIMINARY PLATS.**
15. Provide a temporary turnaround for North Oso Parkway if the street segment terminates within plat limits. OK. **Did not comply. WILL DO IN CONSTRUCTION PLANS AND/OR WITH FINAL PLAT.**
16. The intersection of Maddie Lane and Minnie Drive is offset. The lots along Block 3, Lot 10 should align with Block 2, Lot 28. STREET WIDTH CHANGES.

FLOODPLAIN

1. No comment.

FIRE

1. No comment.

GAS

1. No comment.

PARKS

1. Parkland Dedication Requirement and Park Development Fees will apply on the final plat stage.
2. Parks Department will not accept 50' Wide Linear Park Land. LINEAR PARK DELETED.
3. Add a note to the plat regarding the maintenance responsibility of the Private Park Lot 68, Block 7. NO PRIVATE PARK.

REGIONAL TRANSPORTATION AUTHORITY

1. This preliminary plat is not located along an existing or foreseeably planned CCRTA service route.

NAS-CORPUS CHRISTI

1. No comment.

CORPUS CHRISTI INTERNATIONAL AIRPORT

1. No comment.

AEP-TRANSMISSION

1. No comment.

AEP-DISTRIBUTION

1. No comment.

TXDOT

1. No comment.

NUECES ELECTRIC

1. No comment.