

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: 18PL1053

THE LAKES NORTHWEST UNIT 2, 3, 4, 5, 6, 7 (PRELIMINARY – 91.59 ACRES)

Located south of Northwest Boulevard and west of FM 1889.

Applicant: AL Development, Inc.

Engineer: Hanson Professional Services, Inc.

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

GIS

1. Closure is not checked on preliminary plats. **Okay.**

LAND DEVELOPMENT

1. If a proposed plat identifies improvements as private, provision shall be made for the establishment of a home owners association or other entity in accordance with the requirements of Subsection 8.1.8, Home Owners Associations, for the proper and continuous operation, maintenance and supervision of such improvements.(UDC 8.1.7) **Okay. Will provide at final plat stage. Acknowledged by DS**
2. Submit a legal instrument, for a Home Owners Association, for approval by the City Attorney prior to any plat recordation. (UDC 8.1.8) **Okay. Will provide at final plat stage. Acknowledged by DS**
3. The final plat shall make reference to recorded restrictive covenants which shall provide for the perpetual maintenance of private streets by a home owners association and state that the City has no obligation or intention to ever accept such streets as public right-of-way. The restrictive covenants shall be recorded prior to issuance of the first building permit for the subdivision. (UDC 8.2.1.J) **Okay. Will provide at final plat stage. Acknowledged by DS**
4. Volume and Page label of Final Plats for The Lakes Northwest is not readable. **Okay. Adjusted. Verified by DS**
5. For subdivision to meet the required (3) Access points, Verify that Lake Grande Avenue meets the divided entrance requirement of four lanes. **The 3 points of access are W River Drive, Lake Grande, and Barber Lane (from 1889 and 627). Verified by DS**
6. Provide a YR for Lot 3, Block 17. **Okay. Added. Verified by DS**
7. Verify stacking for four cars for gated community. Throat length to be minimum 80-Lf. **Okay. Length is 200'. Verified by DS**
8. Provide a note prohibiting access onto corner lots on West River Drive. **Note provided. Verified by DS**

ENGINEERING

Public Improvements Required?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> Water	<input type="checkbox"/> Wastewater	<input type="checkbox"/> Stormwater	<input type="checkbox"/> Streets

<input type="checkbox"/> Fire Hydrant(s)	<input type="checkbox"/> Manhole(s)		<input type="checkbox"/> Sidewalks
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1. Public Improvements plans and construction shall be required with the final plats. **Okay.**
2. The proposed collector streets does not comply with the Urban Transportation Plan.
Correspondence with Mark Orozco indicated that past projects and current road layout will accommodate the proposed collector streets and comply with the UTP.
3. Nueces County Water Control & Improvement District #3 is the water provider. Please provide a letter from the water provider stating the water will be provide for the proposed development.
Letter provided.
4. Public UE's are 15 feet in width. Revise the UE's provided on the side of the lots(example: Unit 2, Block 14, lots 18-19, lots 13-14, lots 8-9) **Okay. Increased to 15' UE.**
5. Provide detail designs of the detention pond with the final plat. **Okay.**

The above Engineering comments have been completed. Verified by DS Engineering on 9/9/18

TRAFFIC ENGINEERING

1. Typical sections Local Street (A), Local Street (C), and Local Street (B) do not meet City criteria for a local street. Max local street width is 50'. **Lake Athens Avenue matches its existing ROW width to the east. W River Avenue matches the existing ROW width to the south. Solitude Lake Drive ROW was made wide as per discussion with the previous preliminary plat submission by the city because Solitude Lake Drive provides access for the lots at block 12. Lake Chelan Drive's width was set in the previous preliminary plat because it is the only entry/exit point to the lots at block 12. It also has a median in the center. See Traffic Engineering approval below sent on 8/8/18**
2. Street must be designed in accordance with American Association of State Highway and Transportation Officials (AASHTO) Design guides. Based on AASHTO recommendations, streets should intersect as close to 90 degree as possible and not be located within the horizontal curve. General recommendations are that streets intersect no less than 75 degree angles. The final angle of intersection should provide adequate sight distance for the driver based on AASHTO requirements. Review the following intersections:
 - W River Drive and Bear Lake Drive
 - Kintla Lake Drive and W River Drive **These have 90 degree angles to the centerline. See Traffic Engineering approval below sent on 8/8/18**
3. The cul-de-sac along Bear Lake Drive is not recommended. It must be demonstrated that the design can accommodate fire and solid waste service vehicles. Once the lots are occupied there is a high possibility of on street parking. These larger service vehicles must be able to turn around in the street without having to reverse backwards. **The cul-de-sac has a radius of 60'. The UDC requires a minimum radius of 59'. See Traffic Engineering approval below sent on 8/8/18**
4. Multiple cul-de-sacs along Lake Chelan Court is not recommended. The street should be designed with one singular elbow along Lots 3- 8, Block 12. **They serve as extra pavement for better access and more frontage for the lots along the private street. See Traffic Engineering approval below sent on 8/8/18**
5. Cul-de-sac (Lots 22-26, Block 13) across form Sahar Lake Drive is not recommended. Conflicts at intersections should be avoided or minimized. This design creates potential intersection control concerns. **Lake Athens Avenue has a center median to help control intersection conflicts. See Traffic Engineering approval below sent on 8/8/18**
6. Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC. **Okay. See Traffic Engineering approval below sent on 8/8/18**
7. Site development for Lot 28, Block 4; Lot 1, Block 3; Lot 8, Block 3; Lot 1, Block 4; Lot 26, Block 6, Lot 1, Block 10; Lot 11,Block 10; Lot 28, Block 14; Lot 1, Block 1; Lot 24, Block 15 and Lot 2, Block 14 must adhere to visibility triangle requirements of UDC Section 4.2.9. to prevent vision

obstructions at City street intersections. **Okay.** Yes, they do meet the visibility triangle requirements. See Traffic Engineering approval below sent on 8/8/18

8. A temporary turnaround is required for Lake Athena Avenue. **Because we do not extend past 1 lot, we will put barricades just past the cul-de-sac at lot 26 and 28.** See Traffic Engineering approval below sent on 8/8/18
9. A proposed street lighting layout will be required for review by Traffic Engineering. **Okay.** Will make one for the final plat utility plan. See Traffic Engineering approval below sent on 8/8/18

The UDC and City standards lack verbiage on design criteria. Traffic Engineering has concerns with layout presented. However, based on the revisions submitted the Engineer is meeting current UDC criteria and previous requirements by Development Services.

FLOODPLAIN

1. No comment. **Okay.**

FIRE

1. Per IFC 2015 Appendix D Section D107, Developments of 1 or 2 family dwellings where the number of dwelling units exceed 30 shall be provided with two separate and approved fire apparatus access roads. **Okay.** Unit 2 has a center median, which acts as two separate roadways. Unit 4's entrance/exit at Lake Chelan Court has a median which acts as two separate roadways. **Acknowledged by DS**
2. Per the City of Corpus Christi Water Distribution System Standards a city fire hydrant will be located every 600 feet as measured along dedicated streets in residential areas and flow 750 gpm at 20 psi residual. **Okay.** **Acknowledged by DS**
3. Per 2015 IFC Section 503.2.1 fire apparatus access roads shall have an unobstructed width of not less than 20 feet. **Okay** **Acknowledged by DS**
4. Gate at gated community to meet Fire Department standards for entry. **Okay** **Acknowledged by DS**

GAS

1. Request 10' U.E. between Lots 19 & 20, Blk. 6 **Okay.** **Added.** **Acknowledged by DS**

PARKS

1. Public Open Space regulations are to be met for final plats of the Units. **Okay.** **Acknowledged by DS**

REGIONAL TRANSPORTATION AUTHORITY

1. This preliminary plat is not located along an existing or foreseeably planned CCRTA service route. **Okay.** **Acknowledged by DS**

NAS-CORPUS CHRISTI

1. No comment. **Okay.**

CORPUS CHRISTI INTERNATIONAL AIRPORT

1. No comment. **Okay.**

AEP-TRANSMISSION

1. No comment received. **Okay.**

AEP-DISTRIBUTION

1. No comment received. **Okay.**

TXDOT

1. No comment received. **Okay.**

NUECES ELECTRIC

1. No comment received. **Okay.**

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. The property is zoned RM-1 Multi-family 1, RS-4.5 Single-Family 4.5 , RS-6 Single-Family 6
Okay.