

PLAT REVIEW COMMENTS

Original TRC Comments – April 26, 2018

Urban Engineering 1st Comment Resolution – 7/27/2018

2nd TRC Comments – 8/13/2018

Urban Engineering 2nd Comment Resolution – 9/10/2018

Approved- 10/9/2018

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: 18PL1034

PADRE HARBOR (PRELIMINARY – 201.19 ACRES)

Located south of State Hwy 361 and east of South Padre Island Drive (Park Road 22).

Applicant: Lake Padre Development Company, LLC

Engineer: Urban Engineering

Zoned: CR-2, Resort Commercial with Island Overlay District (IO)

Future Land Use: Planned Development

The applicant proposes to plat the property for multiple commercial developments and residential.

GIS

1. Closure is not checked on preliminary plats.
Noted. Addressed.
2. The street name Bowsprit is a duplicate name and not allowed, correct and revise.
Street name has been revised to Mizzenmast Drive, Starboard Drive has been changed to Azores Drift Drive and Forecastle has been changed to Starboard Drive. Addressed.
3. Label the street width and centerline dimension of State Highway 361 (S.H. 361) at the Larboard Drive intersection.
Additional Street width and centerline dimensions along SH 361 have been added. Dimension at Larboard and 361 varies, therefore we did not add one at this location. Addressed.
4. All traffic islands are to be private with each having a block and lot number.
Lot and block numbers have been added to all traffic islands. Addressed.
5. Block 3, Lot 1 is duplicated and not allowed, correct and revise.
Correction has been made. Addressed.
6. Label the right of way widths and centerline dimensions for all streets shown on the plat.
Additional dimensions have been added. Addressed.
7. Provide a north arrow on the location map.
A north arrow has been added. Addressed.
8. The legal description differs from the referenced recorded deed 2014002766, correct and revise.

We agree the description differs. The description on the recorded document references a map that is illegible. Our current surveyor spent quite a bit of time in researching the legal description while preparing an ALTA survey for this property. We do not believe this should be an issue since a preliminary plat is not a filed document. [Incorrect, reverted to previous plat once vacated. Also, see the appraisal records. We discussed this with Larry Fisher and have come to the agreement that the appraisal district has an incorrect reference for this property. The legal description as we show is correct. Addressed.](#)

LAND DEVELOPMENT

1. Confirm TxDOT concurrence with location of proposed ROW intersections with state highway system / provide copies of approved TXDOT driveway permits onto South Padre Island Drive (Park Road 22) (PR 22) and S.H. 361.
[TxDOT confirmed to our office via email they have no issue with proposed street locations onto S.H. 361 and P.R. 22. Email is attached to these responses for reference. Addressed.](#)
2. Provide a copy of U.S. Army Corps of Engineers permit. Insert permit number at Note 4. Provide wetland boundaries with note referencing the permit.
[The permit number has been added. There are no wetlands located on the subject property. Addressed.](#)
3. See GIS Comment #5. Renumber Blocks and Lots to cure duplication, and to make the block numbering consecutive.
[Lot numbering has been corrected. Addressed.](#)
4. Provide the (1) 20' Yard Requirements and a (2) 10' UE for all interior frontages to streets.
 - (1) [Per Email from Greg Collins Received 5/22/2018, "Water Oriented subdivisions may have 10-foot front yard requirement \(Y.R.\) per UDC Section 4.2.11. I am revising the Technical Review Committee's comment, Land Development Comment 4, to state 10' Front Y.R. instead of 20'." With Greg's email in mind, setbacks of 10-feet have been added along all proposed right-of-ways. Addressed.](#)
 - (2) [It is our understanding that there is no requirement for a 10-foot U.E. along street frontages, but that they must follow UDC 8.2.3.A.2 which states "Utility easements 15 feet in width typically will be required along both sides of arterial or higher classification streets rights of way. Utility easements 10 feet in width may be required along both sides of collector streets rights of way. Utility easements may be required along local street rights of way as determined by the Technical Review Committee." As the proposed utilities \(water, wastewater, and storm sewer\) are to be located within the right-of-way, we feel that the proposed 5-foot wide easements parallel to the right-of-way are adequate to serve the subdivision. The proposed 5-foot utility easements will likely be for franchise utilities \(gas, electric, telecom, etc.\). Please accept our request for a plat waiver to allow the 5' U.E.s as shown. Addressed.](#)
5. 15' Temporary UE parallel to Nemo Court should be permanent.
[U.E. has been revised to remove "temporary". Addressed.](#)
6. Correct spelling "Line" for note at end of Notes. Legend: correct spelling: "Utility Easement" to "Utility Easement"; add "t": "Runoff Coefficient Cubic Feet per second"
[Misspellings have been corrected. Addressed.](#)
7. Provide a label for Lake Padre, and dedicate to public. Eliminate Lot 4, Block 3.
[A label has been provided for Lake Padre. The Lot and Block number has been eliminated. Addressed.](#)
8. Correct Notes 8 and 9 to include S.H. 361.

Notes have been revised as directed. Addressed.

9. See GIS Comment #3. Label S.H. 361 right-of-way dimension at fixed points. S.H. 361 is designated RA-3 (Rural Arterial-3) in Urban Transportation Plan (UTP), minimum R-O-W width requirement: 250 feet total; pavement width Back-to-Back: 76 feet. Dedicate additional ½ R-O-W from centerline, where needed.

Our office contacted TxDOT regarding this comment, and TxDOT staff stated via email they would contact city staff to discuss. It is our understanding TxDOT does not want the additional ROW in this area of S.H. 361. We ask that staff please coordinate with TxDOT as needed to resolve this comment. Email from TxDOT stating they will coordinate with staff is attached for reference. Not Addressed, awaiting confirmation from TxDOT. TxDOT has confirmed via email that the additional right-of-way is not desired at this time. Email from TxDOT is attached for reference. Addressed.

10. On Note 10, correct "required" to "require".
Spelling error has been corrected. Addressed.
11. Add a Note regarding Special Flood Hazard Area.
Special Flood Hazard Area notation was previously provided. Please see note 5. Addressed.
12. Label width dimension of Sand Dollar Ave.
Dimension has been added as directed. Addressed.

ENGINEERING- See attached (Engineer Comments to resolutions) Padre Harbor.R1

1. Future Public Lift Station (by others) and Future 12" SDR-26 with 24" Steel Casing (by others); the location must conform to the Wastewater Master Plan. Clarify, did the City agree to construct the Lift Station and the 12" line? If not, please indicate how these improvements will be constructed / funded. A meeting to resolve construction of lift station and/or agreement on who is funding these improvements is warranted, at this preliminary plat phase. Please coordinate the response for this comment with Mr. Gabriel Hinojosa of the Utility Department, Gabriel can be reached at 826-1877.
The future public lift station is a city project which has already been approved and gone out to bid. Therefore, this infrastructure will be constructed by the city.
The future 12-inch gravity wastewater main with 24" Casing across Park Road 22 will be constructed and paid for by developer subject to any applicable reimbursement and/or participation by others. For the private lift station crossing of PR-22 will require utility installation request from TxDOT. Understood. Assume this comment to be informational. Addressed.
2. Sand Dollar Avenue must be centered on the Street across from S.H. 361 and must be constructed with this development prior to recording the Final Plat. The centering portion of the comment must be addressed at the preliminary plat stage; a meeting is warranted at this time between the two parties responsible for the construction of Sand Dollar Avenue. Dedicate ROW.
It is our understanding that Sand Dollar Avenue is already a platted street with dedicated right-of-way. Therefore, its location may not be changed. We acknowledge that final platting of property adjacent to this platted street will trigger the requirement for street construction. Sand Dollar is a C-1 (60 feet ROW) dedicate 5 feet on your side of the road and align the road with Mizzenmast Dr. Per the current City of Corpus Christi Master Transportation Plan, Sand Dollar is not a C-1 collector street South of S.H. 361. However, 60' of R.O.W. currently exists per the original plat of (50') Padre Island No. 1 and (10') PICC Section H. Unit 2, therefore additional R.O.W. Dedication is not required. Location of tie in to Mizzenmast is based on practical design standards to accommodate UDC street design standards to the extent feasible by accommodating a 90° tie in and minimum 300-foot radius at the centerline. Addressed.

3. Public Improvement Plans and construction and acceptance are required for all public improvements (Streets including Sand Dollar Avenue / Water including FH's / Wastewater / Storm) prior to recording the Final Plat.
Understood. Addressed.
4. Provide a section detail for Sand Dollar Avenue on sheet 2 of 2 of the Preliminary Plat.
Street section detail has been provided. Street section doesn't meet the city standard for C-1 collector see image below inside the red rectangle. Street Section has been revised to remove references to particular construction components as these will be determined during the design phase of the project. Street section is provided with the preliminary plat to show ROW, street width, sidewalks, etc. Addressed.
5. (1) The minimum width of a drainage easement is 20'; (2) the minimum width for a UE is 15'. This comment must be addressed at the preliminary plat stage.
 - (1) Proposed drainage Easements which were previously shown to be two 10-foot easements centered on a lot line have been revised such they are one 20-foot easement located wholly on one side of a lot line. Addressed.
 - (2) All proposed utility easements which are not parallel to a proposed right-of-way are at least 15-foot wide. Some utility easements which are parallel to a proposed right-of-way are less than 15-foot in width. It is our understanding that per the UDC, easements parallel to a right-of-way do not have a minimum width requirement of 15-feet. Per UDC 8.2.3.A.2 "Utility easements 15 feet in width typically will be required along both sides of arterial or higher classification streets rights of way. Utility easements 10 feet in width may be required along both sides of collector streets rights of way. Utility easements may be required along local street rights of way as determined by the Technical Review Committee." As the proposed utilities (water, wastewater, and storm sewer) are to be located within the right-of-way, we feel that the proposed 5-foot wide easements parallel to the right-of-way are adequate to serve the subdivision. The proposed 5-foot utility easements will likely be for franchise utilities (gas, electric, telecom, etc.). Please accept our request for a plat waiver to allow the 5' U.E.s as shown. City Staff is satisfied with 5' UE along the internal streets. Continue the 5 feet UE in all the internal streets Azores Drift Dr., Larboard Dr. and Mizzenmast Dr. Missing 15 feet UE along Highway 361. Missing 10 feet UE along Sand Dollar Dr. Easements have been added as requested. Addressed.
6. A Utility Easement will be required for the Force Main that is located on site at the northeast corner of the property, near the corner of Park Road 22 (PR 22) & S.H. 361.
The requested Utility Easement was determined to be existing through a title search. The existing utility easement has been added. Addressed.
7. SWQMP: (1) The owner shall be responsible for any silt or soils transported downstream from the property by drainage; (2) show the storm sewer end sections treatments such as riprap or landing and wing walls etc.; (3) provide a brief description on how you are going to control the increase in flows for the 100 year storm to pre-existing conditions. This comment must be addressed at the preliminary plat stage.
 - (1) A Storm Water Pollution Prevention Plan (SWPPP) already exists for the subject property. The SWPPP will be updated as development unfolds. Addressed, will review SWPPP accordingly.
 - (2) We do not feel this comment is appropriate during the preliminary platting process. Details of storm outfalls which penetrate the bulkhead will be submitted for city review and approval along with construction plans at the appropriate time. Addressed, will review SWPPP accordingly.
 - (3) There are no plans to mitigate the increase in run-off as the subject property drains directly into the newly created Lake Padre which is directly connected to the Gulf of Mexico
Addressed, will review SWPPP accordingly.

Additional comments

8. Missing Y.R. in the frontage of Block 1, Lot 2, see image below. 20' Y.R. is shown. Addressed. Add dimension and align south portion of Larboard Dr. with Mizzenmast Dr. Dimensions have been added and centerline has been aligned to follow Larboard Drive. Addressed.
9. Missing center line dimensions and curvature data at the end of Starboard Dr. facing North, see image below. Is there a reason for this specific design of a street? Dimensions have been added. Street design is from developers land planner and is intended to line up with a wider boulevard across Mizzenmast in the future phases. This can be seen on the previously submitted conceptual site plans for the development. Addressed.
10. Missing center line dimensions and curvature data at the end of Starboard Dr. facing North, see image below. Is there a reason for this specific design of a street? Duplicate of comment above this one. Noted, be advise fha placements within the bump outs are not desired. Placement of bump outs will be review with the public improvements submittal.

TRAFFIC ENGINEERING

1. Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC.
Noted. We assume this comment is informational. Please advise if action is required. Addressed.
2. Follow TXDOT Access Management guidelines for PR 22. Driveway permits are issued by TXDOT for access onto PR 22 and SH 361.
Noted. We assume this comment is informational. Please advise if action is required. Addressed.
3. Revise sidewalk widths to 5' for Bowsprit Drive and Forecastle Drive.
It is our understanding that, per the UDC, minimum sidewalk width for detached sidewalks is 4-feet. Proposed sidewalks for Bowsprit and Forecastle exceed the minimum required width. Therefore, we feel they are compliant and do not require revision. Not Addressed. Sidewalks have been revised to 5-feet wide as requested. Addressed.
4. Lots shall be designed to have driveway access from City-maintained streets.
Noted. We assume this comment is informational. Please advise if action is required. Addressed.

FLOODPLAIN

1. No comment. Understood Addressed.

FIRE

1. No comment received. Check turn radii on all turnarounds.
Noted. We assume this comment is informational. Please advise if action is required. Addressed.

GAS

1. No comment. Understood Addressed.

PARKS

1. Informational: Final plats may be subject to Open Space Regulations.
Noted. We assume this comment is informational. Please advise if action is required. Addressed.

REGIONAL TRANSPORTATION AUTHORITY

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

NAS-CORPUS CHRISTI

1. No comment. **Understood** **Addressed.**

CORPUS CHRISTI INTERNATIONAL AIRPORT

1. No comment. **Understood** **Addressed.**

AEP-TRANSMISSION

1. No comment received. **Understood** **Addressed.**

AEP-DISTRIBUTION

1. No comment. Will get easements by separate instrument when needed.
Noted. **Addressed.**

TXDOT

1. (1) Access will be required to meet TxDOT Access Management requirements. (2) Engineering Analysis or TIA may be required at time of access permit request, along with drainage plan. (3) Starboard Drive needs to be centered with crossover on PR 22. (4) Recommend allowing cross access between adjacent lots.
(1) **Understood** **Addressed.**
(2) **Understood** **Addressed.**
(3) **Starboard Drive has been shifted to line up with proposed street across P.R. 22 and the proposed crossing of P.R. 22** **Addressed.**
(4) **Noted** **Addressed.**

NUECES ELECTRIC

1. No comment received. **Understood** **Addressed.**

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 "CR-2" Resort Commercial.
Correct, but please note that this property is also in "IO", Island Overlay zoning district.