

TECHNICAL REVIEW COMMITTEE (TRC) PLAT REVIEW COMMENTS

Staff Only:
TRC Meeting Date: 7-23-20
TRC Comments Sent Date: 7-24-10
Revisions Received Date (R1): 8-11-20
Staff Response Date (R1): 8-17-20/ 8-20-20
Urban Engineering Responses for Traffic Engineer: 8-19-2020
Revisions Received Date (R2): N/A
Staff Response Date (R2): N/A
Planning Commission Date: 9-16-20

Urban Engineering Responses: 8-19-2020
Urban Engineering Responses: 8-11-2020

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: 20PL1065

LONDON TOWNE SUBDIVISION UNIT 2 (FINAL – 11.809 ACRES)
Located east of County Road 33 and north of F.M 43

Zoned: RS-6

Owner: Braselton Development Company, LTD Elizabeth Anne Meaney Trustee/Joseph J Meaney Trustee
Engineer: Urban Engineering

The applicant proposes to plat the property in order to construct 64 lots for residential subdivision.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	The plat closes within acceptable engineering standards.	Understood			
2	Plat	Future unrecorded subdivisions are not accurate legal descriptions of the adjacent properties.	Understood. They will be correct prior to recordation of this Unit.	Resolved.		

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Prior to plat recordation London Towne Subdivision Unit 1 will need to be recorded.	Understood	Prior to recordation		
		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.”				
2	Plat		Note has been added	Addressed		
3	Plat	Show and label yard requirement along the frontage of County Road 33 for Block 19, Lots 3, 4 and 5.	yard requirement has been added	Addressed		
4	Plat	Show and label utility easement for Block 19, Lots 8-14 and Block 25, Lots 1 & 32 along Everly Lane.	Easement has been added along Lots 8-14, Block 19 and Lots 1 and 32, Block 25	Addressed: Street names modified.		
5	Plat	Show and label yard require for Block 19, Block 15 along Everly Lane.	Easement has been added	Addressed: Street names modified.		
6	Plat	Identify the dashlines along the rears Block 20 Lots 34-37.	label has been added	Addressed		
7	Plat	Prior to recordation, show the document number for <u>any</u> utility easements, temporary right-of-way easements and drainage easements dedicated by separate instrument.	Understood	Prior to recordation		
8	Plat	Coordinate with AEP on street light fees and provided confirmation of payment prior to recordation.	this is served by NEC, but understood	Prior to recordation		
9	Plat	Prior to recordation remove the reference "Preliminary this document shall not be recorded..."	Understood	Prior to recordation		
10	Plat	Prior to recordation show and label the recording information for Unit 1	Understood	Prior to recordation		
		Water Lot fee – 64 Lots x \$182.00/Lot = \$11,648.00				
11	Plat		Understood	Prior to recordation		

12	Plat	Wastewater Lot fee – 64 Lots x \$393.00/Lot = \$25,152.00	Understood	Prior to recordation		
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PLANNING/Environment & Strategic Initiatives (ESI)						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	Understood			

DEVELOPMENT SERVICES ENGINEERING						
Action	Yes	No				
Public Improvements Required?	Yes	Understood	Will be addressed with PI Plans			
Water	Yes	Understood	Will be addressed with PI Plans			
Fire Hydrants	Yes	Understood	Will be addressed with PI Plans			
Wastewater	Yes	Understood	Will be addressed with PI Plans			
Manhole	Yes	Understood	Will be addressed with PI Plans			
Stormwater	Yes	Understood	Will be addressed with PI Plans			
Sidewalks	Yes	Understood	Will be addressed with PI Plans			
Streets	Yes	Understood	Will be addressed with PI Plans			

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		Public Improvements Plans are required prior to plat recordation; 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	Noted	Will be addressed with PI Plans		
2	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".	Note has been added	Addressed		
3		Additional comments may come your way contingent the approval of the preliminary plat.	Noted	Addressed		
4		Provide 2 - Type III barricades in six locations.	Understood as informational for platting stage. Will be addressed with public improvement plans.	Will be addressed with PI Plans		

UTILITIES ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Water construction is required for platting.	Understood			
2	Plat	Wastewater construction is required for platting.	Understood			

TRAFFIC ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Informational	Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC	Noted			
2	Informational	Hammerheads are not recommended for dead end streets as they present issues with emergency vehicles and parking. Cul-de-sacs are recommended at this application as it provides a better turning radius for the street.	Noted			
3	Informational	Review these 4 streets to provide cul-de-sac. Provide turning path drawings for emergency vehicles.	Comment unclear and listed as informational. Assume this will be addressed at public improvement stage since it pertains to design.			
4	Informational	Public improvement plans need to include appropriate traffic control devices (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.	Noted			

5	Informational	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.	Noted			
6	Informational	The “street lighting plan” must also indicate all existing street lights within 500-ft (+/-) of proposed street lights along tangent street sections.	Noted			
7	Informational	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.	Noted			
8	Informational	Driveways on Texas Department of Transportation maintained roadways shall conform to Texas Department of Transportation criteria and shall be permitted by the Texas Department of Transportation.	Noted			
9	Informational	This comment is from Unit 1 Public Improvements which need to be addressed for Unit 2 . The drawings from Unit 1 indicate one (1) STOP sign along Everly Lane. However, there are several turning movements that will occur as a result of the intersections at London Towne Boulevard and Everly Lane and Thomas Chase Drive. As future units are developed there will be increased traffic coming towards London Towne Boulevard within the subdivision and CR 33. With only one STOP sign, as proposed, the following movements are not controlled within the intersection: - Right-turn movements from Thomas Chase Drive onto London Towne - Thru movements from Thomas Chased Drive onto Everly Lane - Right-turn/Left-turn movements from London Towne onto Everly Lane	Noted			
10	Informational	This comment is from Unit 1 Public Improvements which need to be addressed for Unit 2 . The drawings indicate a trail/sidewalk within the median. This pedestrian path has a connection across CR 33. The plans did not indicate any traffic control devices (e.g. pavement markings, signage) that would alert a motorist regarding a mid-block crossing. Additionally, there is no lighting over the intersection to increase visibility. County roads generally have higher speed limits (e.g. 60 mph) than streets in an urban district (30 mph). Per TMUTCD guidance, new crosswalks should not be installed across roads with speeds in excess of 40 mph without other measures designed to reduce speed and enhance driver awareness. If an all-way STOP intersection is not warranted, then other measures are required to safely cross pedestrians.	Noted			
11	Informational	This comment is from Unit 1 Public Improvements which need to be addressed for Unit 2 . No Outlet/Dead End Signage needs to be included at entrance to hammerhead streets.	Noted			

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

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Construct 64 residential lots WATER DISTRIBUTION SYSTEM STANDARDS Fire Hydrant flow RESIDENTIAL: Fire flow at 750 GPM with 20 psi residual Fire hydrants to be located every 600 feet apart and operational. REQUIRED ACCESS-ALLL BUILDINGS AND STRUCTURES.	Noted			
2	Plat	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, an unobstructed vertical clearance of not less than 13 feet 6 inches 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	Noted			

3	Plat	Note: Street width for Fire Access C.R. 33 is substandard and affects emergency services response. Portions of C.R. 33 have not yet been widened to the required dimensions to support fire department response. Note: Block 18 creates an Island which substantially reduces the required width for fire dept access.	Noted			
4	Plat	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).	Noted			
5	Plat	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 so as to provide all weather driving capabilities Note: a drivable surface capable of handling the weight of fire apparatus is require to be in place prior to “going vertical” with the structure.	Noted			
6	Plat	Any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs. 503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 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, or hammer head (hammer head dimensions to follow City Design Standards.)	Noted			
7	Plat	Note: Hammerheads on roads T-1 through T-4 as well as T-6 through T-9 are required to meet the current standards for hammerheads. RESIDENTIAL DEVELOPMENTS-One- or two-family dwelling residential developments.	Noted			
8	Plat	Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.	Noted			
9	Plat	Exceptions: The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.	Noted			
10	Plat	Note: C.R. 33 is the only accessible road to this development. A separate road for Fire Dept. Access is required should C.R. 33 ever become impassable.	Noted			

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Request 10' U.E. between lots 7 & 10, 8 & 10 and 9 & 10, blk. 19	Easements have been added	Addressed		
2	Plat	Request 10' U.E. on lot 14 , blk. 19 south side of property	Easement has been added	Addressed		

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Parkland Dedication Requirement and Park Development Fees apply. Parks Department will not accept land.	Understood			
2	Plat	Community Enrichment Fund fee = (0.01 acre) x (Fair Market Value or Actual Purchase Price) (UDC 8.3.6)	Understood	Prior to recordation		
3	Plat	The developer must provide either the fair market value of the undeveloped land (as determined by a MAI certified real estate appraiser) or the actual purchase price (evidenced by a money contract or closing statement within 2 years of the application date) The fair market value may not exceed \$62,500.00 per acre (UDC 8.3.6)	Understood	Prior to recordation		
4	Plat	Park Development Fee (\$200 per unit) = \$200 x 64 units = \$12,800.00 (Unplatted lots) (UDC 8.3.6)	Understood	Prior to recordation		

REGIONAL TRANSPORTATION AUTHORITY						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution

1	Plat	This final plat is not located along an existing or foreseeably planned CCRTA service route.	Understood			
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NAS-CORPUS CHRISTI						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	Understood			

CORPUS CHRISTI INTERNATIONAL AIRPORT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	1.8 miles West of Cabaniss Field. May require Aeronautical study based on method of construction.	Understood			

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

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

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

NUECES ELECTRIC						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.	Understood			

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. Understood