

# TECHNICAL REVIEW COMMITTEE (TRC) PLAT REVIEW COMMENTS

## Staff Only:

TRC Meeting Date: 8-20-20

TRC Comments Sent Date: 8-24-20

Revisions Received Date (R1): 10-1-20

Staff Response Date (R1): 10-13-20

Revisions Received Date (R2):10-16-20

Staff Response Date (R2): 10-19-20 Andrew's email requesting Trail estimate, Cross Section and Parks approval

Set PC date 11-2-20 Trail to be on Public Improvements on Final

Planning Commission Date: 11-11-20

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: **20PL1035**

## BRIDGES MILL VILLAGE FUTURE UNITS (PRELIMINARY – 23.85 ACRES)

Located north of Saratoga Boulevard and east of Kostoryz Road.

Zoned: **RS-6**

Owner: Superior H & H Development, LLC

Engineer: Bass and Welsh Engineering

The applicant proposes to plat the property to develop a single family subdivision.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Closure is not checked on preliminary plats.				
2	Plat	No special characters (dashes, apostrophes, periods, slashes, tildes, etc.) may be used in addresses. (Revise *Willie's Landing)	Done.	Resolved		
3	Plat	Street suffix 'Walk' is not acceptable in the city's database. Revise suffix for *Bridges Mill Village Walk.	Done.	Resolved		
4	Plat	All traffic islands are to be private with each having a block and lot number. (park requires lot and block # as well)	Traffic islands eliminated	Resolved		
5	Plat	Pls provide unit phase lines on plat as well as phasing schedule in notes.	Done.	Resolved		

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Provide a lot and block number for the median within Masterson Drive and for the Park.	Done.	Addressed		
2	Plat	Label park as Private Park.	Done.	Addressed		

3	Plat	Provide plat note on HOA maintenance to park and any other private utility, lots or amenity.	Done.	Addressed		
4	Plat	Label easement for rear of lots on Block 6	Done.	Addressed		
5	Plat	Provide a 10' UE for Masterson Drive a Collector street.	Done.	Addressed		
6	Plat	Provide a 15' UE for Lots 13-15, Block 2 along ditch.	Block 2 does not border ditch	Addressed		

#### PLANNING/Environment & Strategic Initiatives (ESI)

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Multi use trail to be required along Drainage Ditch.	Must be reimbursed by city	Not addressed as Engineering Comment #5	see engr comment 5	To be addressed prior to recording

#### DEVELOPMENT SERVICES ENGINEERING

Action	Yes	No	
Public Improvements Required?		Yes at the Final Plat stage.	ok
Water		Yes at the Final Plat stage.	ok
Fire Hydrants		Yes at the Final Plat stage.	ok
Wastewater		Yes at the Final Plat stage.	ok
Manhole		Yes at the Final Plat stage.	ok
Stormwater		Yes at the Final Plat stage.	ok
Sidewalks		Yes at the Final Plat stage.	ok
Streets		Yes at the Final Plat stage.	ok

Refer to UDC Section 3.8.3.D Waivers if applicable.

#### Applicant Response on Waiver:

#### 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	ok	Prior to Final Plat Recordation		
2	Utility Plan	Provide true looping, no dead end water main greater than 100' is allowed.	ok	Prior to Final Plat Recordation		
All 3 sheets		The channel width must be 180' wide per the DRAFT Master Study, please revise all sheets as necessary. Locate and label the 30" WW line along the ditch in relation to the 15' UE by separate instrument.	a preliminary plat has been approved on two different occasions without additional ditch ROW. The master drainage plan is only a draft, not adopted by city council	Not addressed: Provide supporting calculations for your argument.	Preliminary plat approved by the PC on two previous occasions without additional drainage ROW. It was same approved by staff according to city comments on 4/27/20. Why now?	Addressed
4	Utility Plan	Provide provisions to extend wastewater mains to future plats.	ok	Prior to Final Plat Recordation		

5	All sheets	Provide multi use trail per Corpus Christi mobility plan and location for it overlaps with the DE.	cost must be reimbursed by city	Not addressed: What makes you believe, it is reimbursable?	In my experience park improvements have always been reimbursed	To be addressed with Public Improvement plans for the proposed hike/bike trail along the drainage ROW. Additionally, we need the trail cross-section shown on the plans.
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#### UTILITIES ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Water construction will be required at the Final Plat stage.	ok	Prior to Final Plat Recordation		
2	Plat	Wastewater construction will be required at the Final Plat stage.	ok	Prior to Final Plat Recordation		

#### TRAFFIC ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1		There is a current Master Service Agreement (MSA) for Bond 2020 Street Feasibility Studies for Carroll Lane and Wickersham Drive. Mai Bernal is the PM for this project. There is concern regarding the proposed alignment of Masterson Drive. We would need to make sure that a "collector" alignment within the Bridges Mill Future Units plat allows for an extension and future connection to the existing "Carroll Lane". Right now, without any further information, it appears to dead end into the ditch and would not provide for any future extension.	future connection to Carroll Lane can easily be accomplished when adjacent property plats. There is no dead end into ditch	Addressed		
2		The proposed ROW width of Masterson Drive exceeds City standards for a residential collector. Width needs to conform to City standards or request a variance. Any variance request must provide further detail on the typical section to show proposed lane configurations, median type (e.g. raised, flush) , whether median design allows room for left-turn movements, and median landscaping.	Masterson revised to be typical 60'ROW/40'BB	Addressed		
3		The volume of vehicular and pedestrian traffic is expected to be higher on a residential collector. It is recommended to mitigate safety concerns regarding traffic volume and speed by creating a layout that prevents driveway access or larger lots that allow for circular driveways to prevent backing into a residential collector. (Refer to existing segment of Masterson Drive).	Lots fronting Masterson minimized to only 2 lots	Addressed		
4		Review AASHTO guidelines regarding intersection geometry to improve proposed intersections of Hamed Street and Bridges Mill Village Walk, Bridges Mill Village Walk and Masterson Drive, and Hadi Drive and Masterson Drive. Intersections are recommended to intersect at 90-degrees. Improperly designed intersections create safety and operational issues.	intersections are now 90%	Addressed		
5		A tangent section (typically 100 ft) is required on intersection approaches.	intersections now look good	Addressed		

6		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. The "street lighting	street lights by AEP	Addressed		
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#### FLOODPLAIN

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

#### FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Utility Plan	Residential Development: WATER DISTRIBUTION SYSTEM STANDARDS Fire Hydrant flow at 750 GPM with 20 psi residual with Fire hydrants to be located every 600 feet apart and operational.	ok	To be addressed Prior to recordation on Public Improvement plans		
2		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	ok	To be addressed Prior to recordation on Public Improvement plans		
3		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).	ok	To be addressed Prior to recordation on Public Improvement plans		
4	Info:	REQUIRED ACCESS-ALL BUILDINGS AND STRUCTURES. 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	ok	To be addressed Prior to recordation on Public Improvement plans		
5	Info:	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	ok	To be addressed Prior to recordation on Public Improvement plans		

6	Info:	Note: If parking is allowed on streets, the minimum width should be 32 ft. otherwise any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs in accordance with section D103.6: Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs	ok	To be addressed Prior to recordation on Public Improvement plans		
5	Info:	Note: a drivable surface capable of handling the weight of fire apparatus is required to be in place prior to “going vertical” with the structure. Section 503.2 and Appendix D- Cull de Sac turning diameter shall be 96’ minimum.	ok	To be addressed Prior to recordation on Public Improvement plans		
6	Info:	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.	a preliminary plat has been previously approved on two different occasions	Masterson is a continuation and has a divided entrance.		
7	Info:	Any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs.	ok	To be addressed Prior to recordation on Public Improvement plans		
8	Info:	Note: If parking is allowed on streets, the minimum width should be 32 ft. otherwise any obstructions to clear path of travel for emergency vehicles will require the painting of fire lanes or installation of No Parking Signs in accordance with section D103.6: Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs	ok	To be addressed Prior to recordation on Public Improvement plans		
9	Info:	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.	ok	Addressed		
10	Info:	Note: Due to the width of Masterson Street, a secondary access into this subdivision may not be required provided that a request for a variance be submitted to the Fire Code Official.	ok	Masterson is a continuation and has a divided entrance.		

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

REGIONAL TRANSPORTATION AUTHORITY
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No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	This preliminary plat is not located along an existing or foreseeably planned CCRTA service route.		Addressed		

#### NAS-CORPUS CHRISTI

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Located 1 mile NW of NOLF Cabaniss and will be in the APZ-2 on the updated AICUZ study. Recommend 1-2 dwellings in APZ-2. Not recommended and will be subjected to continuous aircraft overflight and noise.	ok	Addressed		

#### CORPUS CHRISTI INTERNATIONAL AIRPORT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	.8 miles East of Cabaniss ALF. Will be subject to overflight noise and potentially require an aeronautical study based on construction method.	ok	Addressed		

#### AEP-TRANSMISSION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

#### AEP-DISTRIBUTION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

#### TXDOT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

#### NUECES ELECTRIC

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment.		Addressed		

#### 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.

