

# TECHNICAL REVIEW COMMITTEE (TRC) PLAT REVIEW COMMENTS

Interdepartmental Staff and outside agencies have reviewed and prepared comments for the proposed plat. These comments are intended to be final.  
 All plats must comply with applicable review criteria. All corrected plats must be submitted with a comment resolution (response) letter for staff review.  
 \*\*\*The application will be considered void after 180 days if no comments are submitted responding to distributed TRC comments.\*\*\*

Staff Only/District#: GG/District #1  
 App Received: 1-25-21  
 TRC Meeting Date: 2-04-21  
 TRC Comments Sent Date: 2-09-21 (Per Engineering)  
 Revisions Received Date (R1): 2-24-21  
 Staff Response Date (R1): 3-02-21  
 Revisions Received Date (R2): 3-09-21  
 Staff Response Date (R2): 3-19-20  
 Bass & Welsh Engineering submitted REVISED SHEET 2 3-25-21, Per Traffic Engineering  
 Planning Commission Date: 4-28-21 Public Notice Plat

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: 20PL1010

BRIDGES MILL VILLAGE UNIT 2 (FINAL – 23.850 ACRES)  
 Located north of Saratoga Boulevard and east of Kostoryz Road.

Zoned: RS-4.5

Owner: Superior H & H Development, LLC  
 Surveyor/Engineer: Bass & Welsh Engineering

The applicant proposes to plat the property in order to construct 132 lots ~~and private park~~ for single family subdivision.

GIS					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	The plat closes within acceptable engineering standards.	Ok		Staff Resolution

LAND DEVELOPMENT					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	All certificate blocks will need to be provided on first sheet.	This would cause the addition of a third sheet. I prefer to keep the plat two sheets.	Not Addressed	Done.
2	Plat	On the Engineering certificate block change "Jalal Saleh, P.E." to "Brett Flint, P.E."	Done.	Addressed	Addressed
3	Plat	Note 8 and on the plat reference the Private Park to include "Non-buildable lot".	Eliminated private park (on lot and in notes)	Addressed	
4	Plat	Identify the dashlines on Block 4, Lot 18 and Block 5, Lot 1 along Willies Landing Drive.	Done.	Addressed	
5	Plat	Change the 10'Y.R to 20'Y.R for Block 6, Lots 1-3 along Bridges Mill Drive (UDC 4.3.3.)	Done.	Addressed	
6	Plat	To be consistent label 10'Y.R./U.E for Block 9, Lots 1 & 10 along Hadi Drive (UDC 4.2.10)	UE not req'd/needed	Not Addressed	Done.
7	Plat	To be consistent label 10'Y.R./U.E for Block 8, Lots 1 & 10 along Hadi Drive (UDC 4.2.10)	UE not req'd/needed	Not Addressed	Done.
8	Plat	To be consistent label 10'Y.R./U.E for Block 7, Lots 1 & 9 along Hadi Drive (UDC 4.2.10)	UE not req'd/needed	Not Addressed	Done.
9	Plat	On the rear of Blocks 1 and 2 change "10'U.E" to "15'U.E" as part of the continuing of Bridges Mill Unit 1, Vol 65, Page 17 (UDC 8.2.3.A.4)	Done.	Addressed	
10	Plat	On the rear of Block 4-2, Lots 12-15 change "10'U.E" to "15'U.E" as part of the continuing of Block 3 (UDC 8.2.3.A.4)	I did this for Blk 2, Lots 12-15. Blk 1 does not go above Lot 13	Correction: On the rear of Block 2, Lots 12-15 change "10'U.E" to "15'U.E" as part of the continuing of Block 3 (UDC 8.2.3.A.4)	Done.
11	Plat	Prior to plat recordation submit a legal instrument, for a Home Owners Association, for approval by the City Attorney (UDC 8.1.8)	Not needed with elimination of private park	Addressed	
12	Plat	Prior to plat recordation coordinate with AEP on street light fees and provided confirmation of payment.	Ok	Prior to recordation	
13	Plat	Water Distribution lot fee – 132 lots x \$182.00/lot = <b>\$24,024.00</b>	Ok	Prior to recordation	
14	Plat	Wastewater lot fee - 132 lots x \$393.00/lot = <b>\$51,876.00</b>	Ok	Prior to recordation	

PLANNING/Environment & Strategic Initiatives (ESI)					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	No comment.			Staff Resolution

DEVELOPMENT SERVICES ENGINEERING		
Action	Yes	No
Public Improvements Required?	YES	

Water	YES	
Fire Hydrants	YES	
Wastewater	YES	
Manhole	YES	
Stormwater	YES	
	YES. Including over DE's leading to Drainage Right of Way	
Sidewalks		Preliminary was approved without this; 3-10-21 Addressed in DS Engineering comments
Streets	YES	

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	Plat	Public Improvements Plans are required; submit a .PDF copy of proposed public improvements along with a title sheet to Publicimprovements@ctexas.com for review and approval; this item is required prior to Final Plat Recordation UDC 8.1.3.A	Ok	Addressed		
2	Plat	Include public sidewalk in Drainage Easements to Drainage Right of Way (Bicycle Path) and change DE to DE/Access Easement.	Preliminary was approved without this	Agreed, not required by the Preliminary Plat- Addressed		
3	Plat	Provide Section of drainage Right-of-Way with Bicycle/Pedestrian path.	Will do in construction plans if city pays for bike path. Preliminary approved without bike path	Not Addressed: Show as "Future Bicycle/Pedestrian Path"	Done (on attached preliminary plat).	3-10-21 Addressed

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

TRAFFIC ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Applicant Response/Staff Response
1	Infor:	The proposed alignment of Masterson Drive appears to dead end into the ditch. Provide an exhibit or additional clarity within the plat that indicates the proposed alignment of Masterson Drive allows for the extension and future connection to the existing "Carroll Lane". This comment was previously made on the preliminary plat.	Masterson does not dead end into the ditch. It can be extended in the future. A simple observation of City GIS map demonstrates this	Not Addressed: The City's Transportation Plan, which is shown on the GIS maps, show the proposed classification and alignment of a City master planned street. The final geometric design is performed by	(Staff Resolution Cont.) It's not clear on whether this alignment ends at the Point of Curve (PC)/Point of Tangent(PT) or within the curve itself. An extension of the alignment is needed to see whether the roadway can maintain an alignment, meeting geometric standards, outside of the drainage ROW. An extension of the drainage ROW would also demonstrate if this were feasible. Once the applicant demonstrated on an exhibit that the alignment can be extended provides the possibility of future connection to the existing alignment to the north, then the comments will be satisfied.	See attached exhibit showing extension of Masterson Drive outside and parallel to drainage ROW. <b>3-18-21 Traffic Engineering Addressed</b>
2	Infor:	There is a Master Service Agreement (MSA) for Bond 2020 Street Feasibility Studies for Carroll Lane and Wickersham Drive. Mai Bernal (Engineering Services) is the PM for this project. Coordinate with Engineering Services to ensure Masterson Drive will connect to the existing segment of Carroll Lane. This comment was previously made on the preliminary plat.	Masterson can easily be connected to Carroll Lane. See City GIS.	Not Addressed	Once Masterson Drive leaves this subdivision and turns to be parallel to the ditch ROW it is a straight shot to Carroll Lane as shown on attached city GIS map	<b>3-18-21 Traffic Engineering Addressed</b>
3	Infor:	The plat should show the distance to the centerline of the drainage ROW for the entire property.	Done. Added to Sheet 2	Not Addressed	Done.	<b>3-18-21 Traffic Engineering Addressed</b>
4	Infor:	Review AASHTO guidelines regarding intersection geometry to improve proposed intersections of Hamed Street and Bridges Mill Drive, Bridges Mill Drive 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. Comments were previously made on the preliminary plat regarding intersection geometry.	They do intersect at 90 degrees. Preliminary plat was approved in this configuration	No Addressed	Intersections listed all meet at 90 degrees. Preliminary plat was approved in this configuration without an exception for this.	3-18-21 Not Addressed: Although the right-of-way (centerlines) intersect at or close to 90 degrees, the approaches on the streets (named in our comments) should intersect on a tangent section and not a curve. In some cases, a longer tangent section should be provided. The intersection of Hamed Street and Bridges Mill Drive is the intersection we have the most issue with. We have service vehicles (e.g. Solid Waste trucks) that have to be able to make this turn on a weekly basis. Additionally, the UDC does not define all roadway design standards. The Engineer should refer to standard reference material (e.g, AASHTO) to ensure roads are designed to meet general standards. <b>3-26-21 Intersect on a tangent section is ADDRESSED</b>
5	Infor:	A tangent section (typically 100 ft) is required on intersection approaches. Provide the tangent distance proposed at each intersection.	Preliminary plat was approved in this configuration	Not Addressed	Preliminary plat was approved in this configuration without an exception for this. UDC does not specify this tangent section.	3-18-21 Not Addressed: See above comment #4; <b>3-26-21 ADDRESSED</b>
6	Infor:	Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC	Ok			
7	Infor:	Public improvement plans shall include all signage and pavement markings needed for traffic operations (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 streets.	Ok			
8	Infor:	Public improvement plans shall include all proposed signs and sign sizes.	Ok			

9	Infor:	All traffic signs shall be furnished and installed by the Developer in accordance to specifications of, and subject to, latest version of the "Texas Manual on Uniform Traffic Control Devices (TMUTCD), public improvement plan reviews and inspections, by the City. This includes furnishing and installing "STOP" signs.	Ok			
10	Infor:	Guide, Warning, Regulatory, and School Area Traffic Signs shall be installed within and abutting the subdivision in accordance to specifications of, and subject to, latest version of the "Texas Manual on Uniform Traffic Control Devices (TMUTCD), public improvement plan reviews and inspections, by the City.				
11	Infor:	All post-mounted signs and object marker supports shall be mounted on a breakaway foundation.				
12	Infor:	Pavement markings shall be installed within the scope of the subdivision in accordance to specifications of, and subject to, latest version of the "Texas Manual on Uniform Traffic Control Devices (TMUTCD), public improvement plan reviews and inspections, by the City.	Ok			
13	Infor:	Pavement markings shall be installed within the scope of the subdivision on all streets classified as a collector (C1) or higher on the City's Urban Transportation Plan Map. Streets not designated as a collector (C1) or higher, but constructed with a 40-foot width (back-of-curb to back-of-curb) will be subject to specifications stated in public improvement plan review.	Ok			
14	Infor:	Raised blue pavement markers in accordance with the latest version of the "Texas Manual on Uniform Traffic Control Devices (TMUTCD)," shall be installed in the center of a street or safety lane at fire hydrant locations.	Ok			
15	Infor:	The Developer shall be responsible for furnishing and installing all signs shown on Public Improvement Plans. The includes furnishing and installing "STOP" signs in accordance with inspections by the City.	Ok			
16	Infor:	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. All new fixture types will be LED. 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.	Ok			
17	Infor:	The "Street Lighting Plan" shall indicate all existing street lights within 500-ft (+/-) of proposed street lights along tangent street sections. 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.	Ok			

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

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Infor:	Fire hydrant flow for residential areas shall have 750 GPM with a 20 PSI residual. Fire hydrants are to be located every 600 feet.	Not applying for building permit			
2	Infor:	Fire apparatus access roads shall be designed and maintained to support the imposed load of 75,000 lbs. and shall be surfaced to provide all weather driving capabilities by means of asphalt, concrete or other approved driving surface.	Not applying for building permit			
3	Infor:	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	Not applying for building permit			
4	Infor:	Sec. 103.D Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders	Not applying for building permit			
5	Infor:	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.	Not applying for building permit			
6	Infor:	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.	Not applying for building permit			

7	Infor:	Dead-end fire apparatus access roads more than 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 (Section 503.2 and Appendix D- Cull de Sac turning diameter shall be 96' minimum.).	Not applying for building permit			
8	Infor:	Note: Sadie Lane and Masterson terminate into dead ends. Sadie Lane appears to be 87'11" which is acceptable. Masterson should be provided with turn around provisions unless connection to other development will occur soon.	Dead end of Masterson is less than 150'			
9	Infor:	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.	Sadie and Masterson would be extended with development of adjacent tract to the northeast. The preliminary plat was approved by the PC.			
10	Infor:	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			
11	Infor:	Note: Currently, plans indicate the only point of access is Masterson Street.	Ok			

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Provide 10' U.E. Between lots 23 & 24, 17 & 18, Block 3; 5' each side.	Done.	Addressed		
2	Plat	Provide 10' U.E. Between lots 11 & 12, Block 1 each side.	Done.	Addressed		
3	Plat	Provide 10' U.E. Between lots 2 & 3, 8 & 9, Block 2 5' each side	Done.	Addressed		
4	Plat	Provide 5' U.E. on lot 13, North side of Block 5	Done.	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.	OK			
2	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 8.3.5 & 8.3.6)	Ok	Prior to plat recordation		
3	Plat	Community Enrichment Fund fee = (1.32 acres) x (Fair Market Value or Actual Purchase Price) (UDC 8.3.5 & 8.3.6) OR \$62,500/acre if fair market value/purchase information is not provided \$82,500.00	Ok	Prior to plat recordation		
4	Plat	Park Development Fee (\$200 per unit) = \$200 x 132 units = \$26,400.00 (Unplatted lots) (UDC 8.3.5 & 8.3.6)	Ok	Prior to plat recordation		

REGIONAL TRANSPORTATION AUTHORITY						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Infor:	This final plat is not located along an existing or foreseeably planned CCRTA service route.	Ok			

NAS-CORPUS CHRISTI						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Infor:	Located .9 miles from NOLF Cabaniss. Will be subjected to aircraft noise and overflight.	Ok			

CORPUS CHRISTI INTERNATIONAL AIRPORT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Infor:	.9 miles East of Cabaniss ALF. May be subject to overflight noise. May require aeronautical study based on construction method.	Ok			

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

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

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

NUECES ELECTRIC						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution

1	Plat	No comment.				
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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.