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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#: Three (3)  
App Received: 05.19.2021  
TRC Meeting Date: 06.10.2021  
TRC Comments Sent Date: 06.14.2021  
Revisions Received Date (R1): 06.22.2021  
Staff Response Date (R1): 07.16.2021  
Revisions Received Date (R2): 07.23.2021  
Staff Response Date (R2): 08.02.2021  
Planning Commission Date: TBD

Urban Engineering responses: 6-22-2021

Urban Engineering responses: 7-23-2021

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: 21PL1076

Saratoga Downs, Unit 4, Preliminary Plat (Being two parcels of land that are situated in Lot 6, Section 7 Bohemian Colony Lands – 33.01 ACRES, more or less)  
Specifically located at 1802 Lands Road, generally located along Lands Road, east of Harwick Drive

Zoned: RS-6 and RS-4.5 (Pending zone change from RS-6 to RS-4.5)

Owner: MVR Construction Company  
Surveyor: Urban Engineering, by Xavier Galvan

The applicant proposes to plat +/-33.01 acres into 214 single-family residential lots, one (1) public drainage channel and +/-8763 linear feet of public street

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	06.02.2021: Plat closes to acceptable engineering standards. (TSPS Manual of Practice Appendix A, Condition 3; Suburban Traverse Error of Closure)	Understood, 33.01 Acres as shown is Incorrect. 34.96 is actual acreage			
2	Plat	Total Platted area is incorrect. Pls revise.	Total plat area is 34.96 Acres. Correction has been made	Resolved		
3	Plat	Street name "Justify" is already in use. Pls revise.	name has been revised to Correct way.	Resolved		





4	Plat	Pls proide phase schedule in notes.	Note has been added	Resolved		
LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	The proposal appears to facilitate up to 214 single-family residential lots in two (2) phases on 33 acres, more or less. The property is dual-zoned RS-6 and RS-4.5, both of which support single-family residential development.	Understood	No further comments		N/A
2	Plat	A portion of the subject property is zoned RS-6, which does not support the level of development that you are seeking (RE: §4.3.3, Table 4.3.3, UDC, 6,000 s.f. minimum lot area required, 4,950 s.f. lots proposed). A request for a zone change to RS-4.5 must be submitted and approved prior to the filing of any phase of development.	Change of Zoning application has been submitted	Informational comment only -- Zone change from RS6 to RS4.5, 21ZN1018, went to P&Z on 6.23.2021; awaiting final action from council		N/A
3	Plat	The proposal indicates future residences to be constructed atop a recorded 80-foot-wide drainage right-of-way that runs east-to-west across the project area (see yellow area on attached mark-up). There are no records of this right-of-way having been vacated and abandoned (not closed) by City Council action, therefore residential lots cannot traverse any areas encumbered by this ROW. A total of roughly 43 residential lots appear to encroach into this ROW (as indicated in pink)	Relocation (closure/dedication) of drainage easement willl occur at the final plat stage.	This comment has not been satisfactorily resolved. This is not an easement but a right-of-way. I do not believe that a right-of-way that is dedicated by separate instrument can be vacated and abandoned by plat. I think that the City Council needs to issue a formal vacation and abandonment order.	Our intent is to vacate and dedicate by separate instrument pending City approval of the preliminary plat. If you want to call t a ROW that is fine, this is not an issue for which a preliminary plat should be held up. The issue is whether it can be vacated and dedicated in a different location.	The following general note shall be included on the preliminary plat: "THE DEVELOPER WILL PROVIDE DEVELOPMENT SERVICES STAFF WITH A COPY OF EITHER AN ABANDONMENT ORDER BY CITY COUNCIL OR A RECORDED INSTRUMENT VACATING THE PORTION OF DRAINAGE EASEMENT THAT FALLS WITHIN THE PRELIMINARY PLAT AREA PRIOR TO, OR AT TIME OF, THE FILING OF AN INITIAL APPLICATION FOR FINAL PLAT APPROVAL."
4	Plat	It is presumed that the proposed realignment of the 80-foot-wide drainage ROW may also need to be reflected in a corresponding city drainage plan. Have any changes to this master plan been reviewed and ok'd by City Engineering or Public Works pursuant to approval by Council?	Relocation (closure/dedication) of drainage easement willl occur at the final plat stage.	Does this require a change to the drainage master plan? Your last response does not answer the question.	No, the existing drainage ROW does not comply with the Master Plan.	The following general note shall be included on the preliminary plat: "THE DEVELOPER WILL PROVIDE DEVELOPMENT SERVICES STAFF WITH A COPY OF EITHER AN ABANDONMENT ORDER BY CITY COUNCIL OR A RECORDED INSTRUMENT VACATING THE PORTION OF DRAINAGE EASEMENT THAT FALLS WITHIN THE PRELIMINARY PLAT AREA PRIOR TO, OR AT TIME OF, THE FILING OF AN INITIAL APPLICATION FOR FINAL PLAT APPROVAL." <b>More comments this cell...</b>  The following general note shall be included
5	Plat	The proposal does not appear to comply with §§8.1.5, 8.2.1.D.1, 8.2.1.E.1 and 8.2.1.E.2 of the UDC by not providing for appropriate street projection and connectivity with existing Citation and Aquaduct Drives to the west of the project area. This seems to be contradictory to street patterns that have been in place since at least 1982 with Saratoga Downs, Units 1B and 5A. Per the Code, "All required improvements shall be designed and installed in order to provide for a system of utilities, storm water and streets and to create continuity of improvements among adjacent properties." If this is not rectified, then the southward extension of Martin Drive will, in essence, function like a 1200-foot cul-de-sac	The developer does not own the property along Northwest and Southwest sides that would facilitate connecting to Citation and Aquaduct. The Developer has no objection to connecting to these streets and planned the layout to do so, but obviously cannot build across land he does not own.	This comment has not been satisfactorily resolved. The deed reference (V-1980, P-0947, Official Property Records) for the intervening property called out as drainage on NCAD is incorrect; the deed that is cited points to city-owned properties located at 1818 and 1838 Frio Street, 0847-0007-0070 and 8759-0009-0010, which is NE of the project area. Recorded plats for Saratoga Downs, Units 1B and IIA cite adjacent properties to the east as having been owned by Mr. Brazelton; the land strip is part of former Brazelton lands, and there is no evidence that it has been a long-standing conveyance as far back as 1985. NCAD lists the property at 0.8760 acres, which means that the property should have platted and not conveyed. The outstanding improper conveyance issue and access accommodations for both Citation	Per discussions with City Staff, ownership of the .8760 Acre Tract is unclear. A revised layout has been provided to provide alternate access points.	The revised layout for PH-I will be acceptable, provided the following general note is placed on the preliminary plat: "THE DEVELOPER WILL PROVIDE DEVELOPMENT SERVICES STAFF WITH A RECORDED REPLAT OF SARATOGA DOWNS U-3 THAT FACILITATES A PHYSICAL NORTHWARD CONNECTION OF THE PRELIMINARY PLAT AREA TO SECRETARIAT DRIVE PRIOR TO, OR AT TIME OF, THE FILING OF AN INITIAL APPLICATION FOR FINAL PLAT APPROVAL." <b>More comments this cell...</b>



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6	Plat	The proposal does not appear to comply with §8.2.1.B, Table 8.2.1.B of the UDC. Only one-way local residential roadways can have a minimum 40-foot-wide ROW. There is nothing on the preliminary plat to suggest that a one-way street grid is being proposed throughout the development, and staff would not support such a proposal unless there were unique and compelling circumstances which would drive such a request. The minimum ROW width for a two-way residential local street is 46 feet. Lastly, the proposed internal street grid does not mesh with existing stub-outs to the west that have a 50-foot-wide ROW width and are already constructed out.	<b>A one-way street grid is not being proposed. We are asking for a plat variance to permit the 40' Right-of-Way with knowledge that we are proposing a full 28' wide back to back street section with sidewalk on one side.</b>	This comment has not been satisfactorily resolved. If you are asking to use a 40-foot-wide street ROW for two-way traffic, then this cross-section is not reflected in §8.2.1.B, Table 8.2.1.B of the UDC. You must therefore seek a waiver. Per §3.8.3.D of the UDC, a waiver may be approved, conditionally approved or denied by the Planning Commission after consideration of the following factors: 1. The granting of the waiver shall not be detrimental to the public health, safety or general welfare, or be injurious to other property in the area, or to the City in administering this Unified Development Code; 2. The conditions that create the need for the waiver shall not generally apply to other property in the vicinity;	<b>This has been discussed with City Staff and revisions to the preliminary plat have been made to address this issue.</b>	The proposed cross-section was discussed, but the single-loaded sidewalk provision was not agreed to by City staff. You will need to coordinate with Public Works, Traffic Engineering regarding the submittal of a waiver to §8.2.1.B, Table 8.2.1.B (Local Street Standards), as you proposed to utilize a 40-ft cross-section that was originally intended for one-way traffic for 2-way traffic purposes.
7	Plat	The proposal does not appear to comply with §8.2.1.D.2 of the UDC. Per the Code, developments that will contain in excess of 161 residential lots must be serviced by no less than three (3) external access points. There appears to be only one (1) proposed. Staff has some ideas how this issue could be remedied.	<b>Future connections to Citation and Aquaduct will remedy this issue.</b>	This comment has not been satisfactorily resolved. How do you plan to resolve the connectivity and access point matter, particularly as it is claimed that the intervening strip property is not owned by your client? This cannot be deferred to the final plat stage.	<b>A revised layout has been provided to provide alternate access points.</b>	The following general note shall be placed on the preliminary plat: "PHASE-2 BUILD-OUT SHALL BE LIMITED TO NO MORE THAN 49% OF THE PROPOSED YIELD UNTIL EITHER: (1) A PHYSICAL CONNECTION WITH CITATION DRIVE TO THE WEST IS CONSTRUCTED; (2) LANDS DRIVE, FROM MARTIN STREET WESTWARD, IS CONSTRUCTED; OR (3) AN ALL-WEATHER CONNECTION BETWEEN PHASES 1 & 2. OTHER THAN MARTIN STREET, IS CONSTRUCTED."
8	Plat	The proposal does not appear to comply with §8.2.1.E.1 of the UDC. Per the Code, “The arrangement, character, extent, width, and location of all streets shall conform to the Urban Transportation Plan and any applicable area development plan.” The proposal appears to discount a prospective scenic corridor indicated on the city’s urban transportation plan (shown in gray on the attached mark-up) that will emanate from SR-286 and eventually coincide with CR-26A to the southwest of the project area. The submittal does not indicate any thoroughfare	<b>We have submitted an UTP amendment request to realign a UTP street network as proposed. Martin Street will extend to Lands Drive in lieu of scenic corridor</b>	This comment has not been satisfactorily resolved. There is still no record of a UTP amendment in the pipeline. The sole proposed extension of Martin Drive will not meet the intent of §8.2.1.E.1 of the UDC.	<b>We have submitted amendment materials and documents to the planning department. If additional information is needed, please inform us of needs.</b>	The following general note shall be placed on the preliminary plat: "THE DEVELOPER WILL SEEK AND OBTAIN APPROVAL BY THE CITY COUNCIL TO AMEND THE URBAN TRANSPORTATION PLAN TO REFLECT ANY REALIGNMENTS NECESSARY TO IMPLEMENT THIS PRELIMINARY PLAT PRIOR TO, OR AT TIME OF, THE FILING OF AN INITIAL APPLICATION FOR FINAL PLAT APPROVAL."
9	Plat	The proposal does not appear to comply with §8.2.1.E.5 of the UDC which prohibits reserve strips. There does not appear to be any justifiable reason to impose the reserve strip and curtail connection points along Citation and Aquaduct Drives.	<b>The "Reserve strip" is under different ownership.</b>	This comment has not been satisfactorily resolved. The property in question appears to function as a reserve strip, particularly as there is an incorrect deed reference attached to it.	<b>It is not our intention to curtail connection to Citation Drive. Additionally, there is not an incorrect deed reference on our preliminary plat. We do reference the recording information for the plat that the property is out of. Per discussions with City Staff, ownership of the .8760 Acre Tract is unclear. A revised layout has been provided to provide alternate access points.</b>	A waiver to §§8.1.5, 8.2.1.D.1 and 8.2.1.E.2 of the UDC shall be required to justify the failure to connect the proposed Saratoga Down U-4 to both Aqueduct and Citation Drives to the west. <b><u>More comments this cell...</u></b>  The following additional general note shall be included on the preliminary plat: “THE DEVELOPER SHALL COORDINATE WITH THE CITY TO ESTABLISH ANY NECESSARY AND PROPER MECHANISMS THAT WILL PHYSICALLY LINK CITATION DRIVE, AS



10	Plat	The proposal does not appear to comply with §8.2.1.F.1 of the UDC which prohibits half streets.	We are proposing to build 24' of pavement section to permit two-way traffic within the 35' Right-Of-Way owned by this developer. Future development of opposite side will have to build out remaining 16' to complete the required 40' back to back section as required.	While that argument may appear to be reasonable for the southerly extension of Martin Street, it does not explain why your client cannot build Lands Road at full length between the western edge of the project area and Martin. There appears to be sufficient road ROW that was dedicated by the Saratoga Place final plats (RE: V-46, P-194; V-27, P-93; V-28, P-16; and V-41. P-106, map records), as indicated on your submittal.	There is not sufficient ROW for Lands Road to be developed. There is still unplatted property to the South of this tract that has not dedicated ROW. We have provided potential half-street section for consideration.	The Lands Road 30-foot ROW cross-section, as proposed by the developer, will be subject to acceptance by City Public Works Staff. A preferred cross-section has been embedded within this comments workbook for your reference (See Cell No. G-53).  The following corrections shall be applied to the preliminary plat: Change "LANDS DRIVE: to "LANDS ROAD."
11	Plat	The proposal does not appear to meet the exemptions for public open space requirements, per §8.3.3 of the UDC. Currently, there are no parkland dedications or open spaces proposed under the preliminary plat.	Developer will be putting up money in lieu of park land. which our understanding is the preference of Parks Dept.	No further comments		N/A
1	Attach ment	EMBEDDED OBJECT REMOVED		N/A		<div><div></div><div></div></div> Cross-sections for both Lands Road and Martin Street, as provided by City PW

PLANNING/Environment & Strategic Initiatives (ESI)						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	UTP Amendment for C1-Collector	Understood			

DEVELOPMENT SERVICES ENGINEERING		
Action	Yes	No
Public Improvements Required?	Yes	
Water	Yes	
Fire Hydrants	Yes	
Wastewater	Yes	
Manhole	Yes	
Stormwater	Yes	
Sidewalks	Yes	
Streets	Yes	

Understood  
Understood  
Understood  
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Understood  
Understood  
Understood

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

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1	Plat	Development on this site shall manage storm water drainage caused by the development of the property, drainage directed to the property by ultimate development, and drainage naturally flowing onto and through the property per UDC 8.2.8.B.2	Understood			
2	Plat	Public Improvements Plans are required; submit a .PDF copy of proposed Public Improvements along with a title sheet to Publicimprovments@CCTexas.com for review and approval prior to Final Plat Recordation, UDC 8.1.3.A	Understood			
3	Plat	Provide dimensions and area for the proposed new Drainage Easement.	Added dimension	Addressed		
4	Plat	An amendment to the Storm Water Master Plan may be necessary as channel alignment is being changed	Understood			
5	Plat	Show the existing Drainage easement to the east of the property, and how the proposed re-alignment connects to this easements.	we do not have any indication that the easement extends east of this property.	Not Addressed See attached map showing Drainage Easement	ROW has been added	Addressed
6	Plat	The Transportation Master Plan show a C1 Collector extending through the development from Sarah Drive to the proposed Whirlaway Drive. A Transportation Plan Amendment will be necessary, or Right-of-Way provided for the planned street.	Understood			
7	Plat	Provide 10-foot Utility Easements in locations were water lines are proposed to be placed within the easements.	The current practice is to provide a 5' electrical easement and parallel 5' Utility Easement as shown.	Not Addressed. Where a utility line is proposed within the easement, 5' is not sufficient to allow access for maintenance.	Arbitrary changing of current practice that has no basis in logic or need. Total easement width is 10', adjacent to 40' of ROW.	See comment from Utilies on Water line Placement (Refer to cell G-101).
8	Plat	The internal Street layout may be substandard for local traffic see (UDC Section 8.2.1.B, Table 8.2.1.B)	Understood			
9	Plat	For the number of lots proposed, a second access point will be necessary to provide emergency vehicle access.	See Previous Response			
10	Plat	Plat proposes fee in lieu of half street on Lands Drive. A waiver will be required from the Planning Commission and a half street section and estimate will be needed to consider this request.	Understood			
1	Utility	label locations where proposed utilities connect to existing City Utilities.	Understood	Addressed		
2	Utility	Provide connection to the proposed Master Plan Drainage Channel east of Martin Street to connect to existing Drainage easement to the east.	There is no indication that the Drainage Easement extends East of this tract.	Not Addressed, See Provided mapping of Drainage Easement.	ROW has been added	Addressed
3	Utility	Indicate preliminary estimate of utility pipe sizes for water and waste water.	Understood	Addressed		



1	SWQMP	Provide the following per UDC 8.2.8, Municipal Code 14.1002 and 14.1003: Description of the Project and Land use assumptions used for Hydraulic calculations pre- and post-Development.	Shown on SWQMP	Not addressed pre-exiting and post development calculations are indicated land use assumptions are not indicated.	This information IS on the SWQMP. Please chart and Notes.	Addressed
2	SWQMP	Provide a drainage plan showing pre-development and post development drainage patters and flow direction, including off-site contributions and indicated how off site contributions will be managed. (UDC 8.2.8. Municipal Code 14.1002 and 14.1003)	Shown on SWQMP	Addressed		
3	SWQMP	Provide details of the proposed collection structures including the size and required capacity of drainage structures. (UDC 8.2.8. Municipal Code 14.1002 and 14.1003)	The information will be provided at time we pursue detailed design efforts (after final approval)	Acceptable		
4	SWQMP	Delineate the route of runoff to, and the location of, the ultimate outfall for runoff from the site. (UDC 8.2.8. Municipal Code 14.1002 and 14.1003)	Understood	Addressed		
5	SWQMP	Provide information / Calculations to show that the proposed change in zoning will not impact existing and planned stormwater infrastructure.	These calculations are part of detailed design phase and will be provided at that time.	Acceptable		
6	SWQMP	Identify source and rational for the Manning's "C" and rainfall intensity values used. Identify the current and proposed land use. Indicate off-site contributions that are included in the calculations.	Offsite contributions will need to be directed to the ditch by the future development. Run-off coeffocients are shwon on the SWQMP.	Not addressed, UDC 8.2.2 requires the development to manage offsite runoff, deferring to future development does not address the current runoff. Coefficients are shown, but the source used for those coefficients is not cited. Add flow arrows to the legend.	Managing of offsite drainage that runs on this property will be addressed in the final design phase of development process.	Source and justification for the Mannings "C" values and the Rainfall Intensity coefficients has not been provided.
7	SWQMP	Provide a cross section of the proposed Master Plan channel and capacity calculations.	Will be provided at detailed design phase.	Acceptable		
8	SWQMP	Include a note that a TCEQ compliant Storm Water Pollution Prevention Plan will be provided to the City prior to any construction activates.(UDC 8.2.8. Municipal Code 14.1002 and 14.1003)	Understood	Addressed		
9	Attach ment			Click on embedded attachment (RE: cells E80 and E87) <div></div>		
UTILITIES ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution



1	Plat	06.07.2021 - At Final Plat, water construction is required for platting (UDC 1.2.1.D & 8.2.6; Water Distribution Standards).	Understood			The City utilities must be on Public Right of Way, and the alignment has been established by the Engineering Department, to make sure they are placed in a grassy area for access. We prefer installing the City utilities per the alignment that was developed by the Engineering Department to prevent damage to private property in cases of repair.
2	Plat	At Final Plat, wastewater construction is required for platting (UDC 1.2.1.D & 8.2.7; Wastewater Collection System Standards)	Understood			

TRAFFIC ENGINEERING						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Rec'd 6.8.2021 - The applicant has to request a variance as the 40 ft ROW shown on the typical is different from the options given on UDC Table 8.2.1B Street Right-ofWay. Subdivision is located within a 2 mile radius from the school. Therefore, in order for the City to accept the variance, we require sidewalk on both sides and be shown on the typical on the plat.	Sidewalk on one side of the street is an acceptable street section per the UDC regardless of proximity to a school. The only variance being requested is from 46' Right-of-Way to 40' Right-of-Way.	b. Comment not addressed. UDC Section 8.2.1.B provides various dimensional standards for local streets. Street Section Type L-1E and L-1F are the only street types with a 40' ROW. Street types L-1C thru L-1F do not require sidewalks on both sides. However, the typical section provided is not in compliance with any street type provided in the table. A street section that includes sidewalks on both sides of the street will be required based on policy in Mobility CC, the City's transportation element of the Master Plan. The street section must be designed and built to allow for multimodal travel for all users. City policy also supports Safe Routes to Schools and Vision Zero to install infrastructure to improve safety around and within walking distance of schools. Additionally, Justify Way is proposed as a 25' ROW. The minimum ROW for local streets is 40', which is intended for one-lane, one-way traffic. UDC Section 3.8.3.D. Waivers requires a waiver letter that provide reasons for each Code provisions a waiver is being requested. The plat must be updated to meet design standards or a waiver letter is required for each provision that	This issue has been addressed based on discussions with City staff and the revised preliminary plat.	Comment has not been addressed (refer to previous comments). Traffic Engineering does not support the variance for a 40 feet Right-Of-Way as the street does not follow L-1E and L-1F requirements. A street section that includes sidewalks on both sides of the street will be required based on policy in Mobility CC, the City's transportation element of the Master Plan. The street section must be designed and built to allow for multimodal travel for all users. City policy also supports Safe Routes to Schools and Vision Zero to install infrastructure to
2	Plat	Applicant needs to reach out to Public Works Department to determine if providing funds is acceptable.	Understood	The Public Works Department is not in agreement with the note on the plat stating "Developer is proposing to put up money in lieu of construction of Lands Drive for paving, drainage, water and sewer." Approximately 212 homes are being proposed in this development. The only access proposed is Martin Street. This is in addition to approximately 116 lots developed in Saratoga Downs Unit 3. UDC Section 8.2.1.D requires a minimum of three external access points for 161 or more buildable lots. There are public safety concerns with proposing to further extend an existing (half) street without plans to continue either Aquaduct Drive or Citation Drive or the City's Master Planned Street( Lands Road) into the new subdivision. Saratoga Downs Unit 3 connected to both Martin Street and the existing section of Kentucky Derby Drive. The lack of proposed connectivity is not considered safe and convenient to the public. Street construction will be required. Verification must also be provided to demonstrate that enough access points meet Fire Code requirements. Coordinate with the Public Works Department on street construction requirements. Based on UDC Section 3.8.5, a "final plat must be consistent with the approved	This issue has been addressed based on discussions with City staff and the revised preliminary plat.	Comment not addressed. As discussed on our meeting on 7/20/2021, Public Works has attached typical sections for street requirements for the half street of Martin Street (35' ROW) and Lands Drive (30' ROW). Applicant needs to submit revised plat showing these typical sections.
3	Plat	Need to show typical section for Martin Street.	Understood	Comment not addressed. A typical section of the proposed street section will be required on the preliminary plat. Coordinate with Public Works Department on final street section required.	This issue has been addressed based on discussions with City staff and the revised preliminary plat.	Comment not addressed. As discussed on our meeting on 7/20/2021, Public Works has attached typical sections for street requirements for the half street of Martin Street (35' ROW) and Lands Drive (30' ROW). Applicant needs to submit revised plat showing these typical sections.



1	Informa tional	Proposed driveway access to a public City Street shall conform to access management standards outlined in Article 7 of the UDC (UDC 7.1.7)	Understood			This comment is informational to the plat, but is reuquired as part of the public improvement plans. The applicant is responsible for providing comments to Engineer sealing public improvement plans.
2	Informa tional	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. Reference: Texas MUTCD based on CC UDC Article 8.1.3.A	Understood			This comment is informational to the plat, but is reuquired as part of the public improvement plans. The applicant is responsible for providing comments to Engineer sealing public improvement plans.
3	Informa tional	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. Reference: Texas MUTCD based on CC UDC Article 8.1.3.A	Understood			This comment is informational to the plat, but is required as part of the public improvement plans. The applicant is responsible for providing comments to Engineer sealing public improvement plans.
4	Informa tional	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. Reference: Texas MUTCD based on CC UDC Article 8.1.3.A	Understood			This comment is informational to the plat, but is required as part of the public improvement plans. The applicant is responsible for providing comments to Engineer sealing public improvement plans.
5	Informa tional	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. Reference: Texas MUTCD based on CC UDC Article 8.1.3.A	Understood			This comment is informational to the plat, but is required as part of the public improvement plans. The applicant is responsible for providing comments to Engineer sealing public improvement plans.
6	Informa tional	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. Reference: Texas MUTCD based on CC UDC Article 8.1.3.A	Understood			This comment is informational to the plat, but is required as part of the public improvement plans. The applicant is responsible for providing comments to Engineer sealing public improvement plans.



7	Informa tional	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 mininum, 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 continous lighting standards.	Understood			This comment is informational to the plat, but is required as part of the public improvement plans. The applicant is responsible for providing comments to Engineer sealing public improvement plans.
8	Informa tional	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.	Understood			This comment is informational to the plat, but is required as part of the public improvement plans. The applicant is responsible for providing comments to Engineer sealing public improvement plans.

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

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Water Distribution Standards: Fire flow for residential areas require 750 GPM with 20 psi residual 507.5.1 Exception 1: Group R-3 (one- or two-family dwellings): Fire hydrants to be located every 600 feet apart. 503.1.1 (amendment) Buildings and facilities: During construction, when combustibles are brought on to the site in such quantities as deemed hazardous by the fire official, access roads and a suitable temporary supply of water acceptable the fire department shall be provided and maintained.	Understood			
2	Plat	3310.1 Required access. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available.	Understood			



3	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.	Understood			
4	Plat	503.1.1 (amendment) Buildings and facilities: During construction, when combustibles are brought on to the site in such quantities as deemed hazardous by the fire official, access roads and a suitable temporary supply of water acceptable the fire department shall be provided and maintained. Note: An accessible road and a suitable water supply is required before going vertical with any structure.	Understood			
5	Plat	503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches.	Understood			
6	Plat	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, exclusive of shoulders. Note: The expression: “unobstructed” of the minimum required width of 20 feet means that no parking is allowed on both sides of the street. Where a fire hydrant is located on the street, the minimum road width is 26 feet unobstructed. In this instance, no parking is allowed on one side of the street. If a resident wants to park a vehicle on the street, the minimum width of the street shall be 32 feet.	Understood			
7	Plat	503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in sections D103 shall always be maintained.	Understood			
8	Plat	503.3 Marking: Where required by the fire code official, approved signs, or other approved notices the include the words NO PARKING-FIRE LANE shall be provided for fire apparatus access roads to identify such roads to prohibit the obstruction thereof. Note: Justify Way will require “No Parking” signage.	Understood			
9	Plat	503.2.5 Dead ends. Dead-end fire apparatus access roads more than 150 feet in length shall be provided with an approved area for turning around fire apparatus. Note: In order not to create dead-end roads, it will be required to connect Aqueduct Dr, Citation Dr., and Lands Dr. to the existing streets in Unit 1B. (and as required by the UTP “continuation of existing streets”	Understood			



GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	06.07.2021 - Request 10' U.E. between lots 27 & 28, blk.1 and lots 31 & 32, blk. 3 and lots 32 & 33, blk. 5 5' each side	Easements have been added			

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	06.07.2021: Dedication requirement = 2.14 acre	Money in lieu of dedication will be provided.			
2	Plat	Cash in lieu of land fees should be calculated at 13.34 x value of an acre = total payment (RE: UDC 8.3.5 Land Dedication)	Understood			
3	Plat	Park Development Fees: 214 x \$200 = 42,800 (RE: UDC 8.3.5 Park Development Fee)	Understood			

REGIONAL TRANSPORTATION AUTHORITY						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	06.04.2021 - This preliminary plat is not located along an existing or foreseeably planned CCRTA service route.	Understood			

NAS-CORPUS CHRISTI						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	06.07.2021 - Portion of property located in APZ-2. Recommend 1 to 2 dwellings per acre. Will be subjected to aircraft noise and overflight. Recommend against RS 4.5	Understood			

CORPUS CHRISTI INTERNATIONAL AIRPORT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No response	Understood			

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

AEP-DISTRIBUTION						
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Draft Copy

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	06.07.2021 - No comment	Understood			

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

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

SOLID WASTE						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	06.09.2021 - 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.
2.

This development is exempt from development fees, per §8.5.1.C of the UDC
- Understood



















































