

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 #3
App Received: 8-05-21
TRC Meeting Date: 8-19-21
TRC Comments Sent Date: 8-23-21
Revisions Received Date (R1): 8-27-21
Staff Response Date (R1): 9-08-21
Revisions Received Date (R2): N/A
Staff Response Date (R2): N/A
Planning Commission Date: 9-15-21 Non 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: 21PL1116

HEMINGWAY TOWNHOMES UNIT 1 (FINAL – 8.90 ACRES)
Located east of Greenwood Drive and north of Holly Road.
Urban Engineering responses 8/27/2021
Zoned: CG-2

Owner: BoCo Development Company, LLC
Surveyor/Engineer: Urban Engineering

The applicant proposes to plat the property in order to construct phase 1 of 3 phase townhome development.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Plat closes to acceptable engineering standards. (TSPS Manual of Practice Appendix A, Condition 3; Suburban Traverse Error of Closure)	Understood			

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	“Applicant must revise waiver justification letter to provide a defensible premise for the request and not simply regurgitate criteria out of §3.8.3.D of the Code. For example – How do private streets with no sidewalks in a gated community promote the health, safety and welfare of the general public, in this instance? How does the use of private streets with no sidewalks within this development not have an adverse impact on neighboring properties? What are the peculiarities, unusual circumstances or unique characteristics of the development or the land that are driving the need for the waiver? Why would strict application of the Code make this project either untenable or impractical? What goals, objectives and policies from the comprehensive plan would not be furthered if the waiver were denied?”	Private streets with no sidewalks neither promotes nor enhances health, safety and welfare of the general public. By definition the general public is not permitted onto the streets or neighborhood without public sidewalks. This is a gated community for private access only. The fact that the proposed neighborhood is a private gated community is a unique characteristic necessitating the waiver. Strict application of the code is intended	Response to Comment 1 – If this is going to be your argument, then this is what must be shown on the waiver letter. It is your responsibility to present a solid justification or argument to support your request, not merely re-hash criteria outlined in §3.8.3.D of the Code with the assumption that the reasoning is self-evident, therefore no further explanation should be necessary. This is not a defensible position in a court of law. Based on reviewing your explanation, I infer that you might have somehow managed to partially address criteria one (1) and four (4) with your response. Nevertheless, I offer the following: (a) You made no mention of the development being gated during the preliminary plat process; (b) You made no mention that sidewalks would be excluded on interior private local residential streets at any point during this whole process; (c) Gated communities are not unique; they are merely matters of marketing and preference. There are no readily identifiable topographical extremes, site peculiarities or odd tract configurations that are driving this waiver; (d) Your basis that the waiver is in harmony with Plan CC is only partially correct; it does not meet all diverse income levels, however. Gated communities with private streets are typically outside of the price points for affordable housing, particularly as a new home must be no more than \$169,000.00 to be considered “affordable” in this market; and (e) you outright fail to address criteria two (2) and three (3).		
			(cont). for public facilities; the proposed development is intended to be private and offer unique elements and amenities that potentially include guest parking, pool, play scape, courts, etc.. The following is a direct quote from the comprehensive plan; “Housing and Neighborhoods focuses on three issues: overall access to a diverse supply of quality housing; investment in the quality of life in established and new neighborhoods; and promoting community identity and sense of place. Housing goals	The comments will be addressed at the time of public improvements or building permit phase. Planning Commission will consider the sidewalk waiver request.		
			(cont). and policies focus on meeting the diverse needs of households at all income levels and all life-cycle stages, reducing chronic homelessness, and ensuring that all housing is in good condition”. The proposed neighborhood is unique within Corpus Christi offering private gated access, amenities and smaller attached single family housing at price points not currently available.			

2	Plat	“Applicant cites that the development will be a gated community in the waiver justification letter. Applicant must therefore indicate provisions on the final plat that meet the minimum requirements of §7.2.6.B of the UDC with respect to gated access. Gated access shall not conflict with residential lot frontage. Applicant must coordinate with Fire Prevention, Traffic Engineering and DS Engineering with respect to entry design and layout, to include satisfactory throat depth, suitable turnaround provisions, etc.”	Understood. Will be coordinated as requested.	Response to Comment 2 – It appears that you have not coordinated with City staff to devise a readily identifiable means of supporting gated access into your community: (a) Your gated entrance should allow for turnaround capability outside of the gated community, per §7.2.6.B.4. Can a 50-ft right-of-way with a 28-ft pavement width and double-loaded sidewalk easily support a vehicle turnaround? (b) Your gated entrance should allow for vehicle stacking that does not overflow onto a public street (Gellhorn Drive), per §7.2.6.B.2; (c) You have at least eight (8) residential lots near the area where gated access may be located. Their location appears to be counterintuitive as they are not only outside of the gated community but are also in conflict with queue traffic into the community, thereby being non-compliant with §7.2.6.B.3.		
3	Plat	As a condition to the Preliminary plat approved plat add all notes that applies to the final plat: See attached Preliminary Plat PC Action Letter.	Understood. Notes 1 and 2 information has been added to the plat and preliminary plat notes. Conditions 3, 4, & 5 will be complied with through the project design process to comply with City standard requirements.			
4	Plat	Add a note to the plat: "The record plat and permit application will be in compliance with The Unified Development Code Section (UDC) 4.4.3. Residential Development Standards; Table 4.4.3.A Residential Development (Two-Family and Townhouse Districts); Attached, Two Family per City Ordinance 029770 Dated March 19, 2013."	Note has been added.	Addressed		
5	Plat	The application for Land Subdivision read: "Hemingway Townhomes Unit 1" and plat title reads: "Hemingway Unit 1". Confirm which title will the plat officially read.	We have changed the plat to Hemingway Townhomes Unit 1 to match the application.	Addressed		
6	Plat	On Note 4 there appears to be duplicate language and incorrect lots and blocks. Correct and revise.	Correction has been made	Addressed		
7	Plat	Revise Note 6 Greenwood Drive is prohibited from Lots 1-12, Block 1	Lots 1-12, Block 1 are separated from Greenwood by Lot 1B, Block 1, therefore a note should not be required.	Addressed		
8	Plat	Prior to plat recordation provide the document number for 7'5' U.E separate easement.	Understood	Prior to plat recordation		
9	Plat	Prior to plat recordation, submit a legal instrument, for a Home Owners Association, for approval by the City Attorney . (UDC 8.1.8)	Understood	Prior to plat recordation		
10	Plats	Prior to recordation remove the reference "Preliminary, this document shall not..."	Understood	Prior to plat recordation		
11	Plat	Water Lot fee – 49 Lots x \$182.00/Lot = \$8,918.00	Understood	Prior to plat recordation		
12	Plat	Wastewater Lot fee – 49 Lots x \$393.00/Lot = \$19,257.00	Understood	Prior to plat recordation		
13	Plat	Water Pro-Rata - 458.02 LF x \$10.53/LF = \$4,822.95	Understood	Prior to plat recordation		
14	Plat	Wastewater Pro-Rata - 458.02 LF x \$12.18/LF = \$5,578.68	Understood	Prior to plat recordation		

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
Water	Yes		Understood
Fire Hydrants	Yes		Understood
Wastewater	Yes		Understood
Manhole	Yes		Understood
Stormwater	Yes		Understood
Sidewalks	Yes (Sidewalk waiver request received).		sidewalk waiver has been submitted and is awaiting
Streets	Yes		Understood

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
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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. This was addressed with the approved preliminary plat. (Comment 1)	8-31-21 Addressed		
2	Plat	Public Improvements Plans are required for Final Plat; 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. This was addressed with the approved preliminary plat. (Comment 2).	8-31-21 Addressed, Sidewalk Waiver pending		
3	Plat	Add a Plat Note stating that the retention pond will be maintained by the developer or an HOA	Note has been added.	8-31-21 Addressed		
4	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.	Per City responses in preliminary plat comments, the City has recognized that this was addressed in the PID . (Comment 8)	8-31-21 Addressed		
5	SWQMP	Ordinance 02 70 96 adopts portions of the CC Drainage Criteria Technical Guide, including runoff calculation parameters. Confirm that the parameter used are consistent with the adopted the guidance.	CC Master Drainage Plans and CC Drainage Criteria Technical Guide will be applied to drainage design at plan development stage and reviewed by staff at that time.	8-31-21 Addressed		
6	SWQMP	Add drainage arrow to the legend and indicate if the flow patterns shown are pre-, or post-Development. Indicated what, if any off-site contributions are included in the run-off calculations.	Addressed at and accepted at preliminary plat stage. (Comment 11)	8-31-21 Addressed		
7	SWQMP	Delineate the route of runoff to, and the location of, the ultimate outfall into the receiving waters for runoff from the site. (UDC 8.2.8. Municipal Code 14.1002 and 14.1003)	Addressed at and accepted at preliminary plat stage. (Comment 12)	8-31-21 Addressed		
8	SWQMP	Confirm that the proposed development is consistent with the land use shown on the Storm Water Master Plan and add a note that the project conforms with the Master Plan.	The current drainage master plan does not assume a land use for the area, but drainage computations used at plan development stage will. I believe a partial copy of master plan was submitted with plat and we will assure note is on the SWQMP.	8-31-21 Addressed		
9	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)	Note added to SWQMP. City comment stated to address with final plat/public improvement plans. (Comment 14)	8-31-21 Addressed		

UTILITIES ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Water construction is required for platting (UDC 1.2.1.D & 8.2.6; Water Distribution Standards). No dead-end mains will be permitted (Water Distribution Standards, Section IV-A, Paragraph 1; TCEQ #RG-195, Section 290.44(d)(5))	Understood			
2	Plat	Wastewater construction is required for platting (UDC 1.2.1.D & 8.2.7; Wastewater Collection System Standards)	Understood			

SOLID WASTE

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

TRAFFIC ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Per UDC Section 8.2.1 J "The design standards for private streets including construction standards, widths, geometric standards, grades and alignments shall be the same as required for public streets as set out in this Article, the Urban Transportation Plan, the approved Mobility Plan, and the Design Standards."	Understood			

2	Plat	In order to address the above comments at the plat stage, we need the following note on the plat: At time of final plat application, the developer shall either: (a) design all private streets, with or without raised medians, to minimum local, state and federal roadway design standards; or (b) provide an alternative design that is acceptable to the City and is supportable by a waiver. Design standards may include, but are not limited to, construction standards, widths, geometry, grade, alignment, pavement markings, signage, and turn radii and navigability for emergency and large utility vehicles. Acceptance of raised medians by the City is to be determined at final plat application and is discretionary.	Detail of the traffic circle has been added to Sheet 1 of the preliminary plat.	The Traffic Engineering comment has been included as a conditional approval note No. 4,5,6, and the applicant has responded "Applicable requirements will be complied with through the project design or construction process." The comments will be addressed at the time of public improvments or building permit phase.		
3	Plat	In order to address the above comments at the plat stage, we need the following note on the plat: The proposed roundabout design shown on the preliminary plat is purely conceptual. At the time of final plat application, the developer shall either: (a) design the proposed roundabout to be both compatible with a standard C-1 Collector roadway and in accordance with minimum local, state and Federal roadway design standards; or (b) provide an alternative design that is acceptable to the City and is supportable by a waiver. Roundabouts shall be designed with sufficient right-of-way width and turn radii to safely accommodate turning motions for emergency and large utility vehicles at all entry and exit points.	Detail has been added to preliminary plat for review.	The Traffic Engineering comment has been included as a conditional approval note No. 4,5,6, and the applicant has responded "Applicable requirements will be complied with through the project design or construction process." The comments will be addressed at the time of public improvments or building permit phase.		
4	Plat	Provide verification from the Solid Waste Department on how Lot 1, Block 5 will be serviced.	Final plat boundary has been revised to include access to Lot 1, Block 5.			
5	Info:	As part of the Public Improvement Plans submittal, an Auto turn Turning Paths for Trucks, Fire Trucks, and Trash Trucks must be provided to demonstrate service and emergency vehicles can maneuver around the proposed traffic circle (Block 4, Lot 1) throughout Phase 1. During this phase Solid Waste vehicles must be able to maneuver around the traffic circle located along Pilar Way. Cans are picked up on the right, so the vehicle must have enough ROW to maneuver around the circle, in a counterclockwise motion, to service homes on the east side of Bluefin Drive.	A conceptual plan of the traffic circle has been added to sheet 1 of the preliminary plat.	The Traffic Engineering comment has been included as a conditional approval note No. 4,5,6, and the applicant has responded "Applicable requirements will be complied with through the project design or construction process."		
6	Info:	Based on the final design, Traffic Engineering will provided further review on signs, pavement markings and other traffic control devices required to convey traffic movements around the traffic circle and to allow for shared use of the street ROW (as proposed in renderings). At minimum, "One-Way" signs (4 total, one on each approach) will be needed to Convery to motorists the counterclockwise turning direction around the traffic circle. Stop or Yield Signs will also be required on the 4 approaches. The curb around the traffic circle feature will need to be painted yellow.	Understood.	The Traffic Engineering comment has been included as a conditional approval note No. 4,5,6, and the applicant has responded "Applicable requirements will be complied with through the project design or construction process." The comments will be addressed at the time of public improvments or building permit phase.		
7	Info:	Review AASHTO Roadside Design Manual, AASHTO Geometric Design of Highways and Streets (Green Book), and Texas MUTCD Chapter 3C for the intersection of Pilar Way/Bluefin Dr (traffic circle design).	Street sections dimensions and geometry is similar to public and adequate for expected average daily trips. Conceptual Plan has been added to Sheet 1 of the preliminary plat.	The Traffic Engineering comment has been included as a conditional approval note No. 4,5,6, and the applicant has responded "Applicable requirements will be complied with through the project design or construction process." The comments will be addressed at the time of public improvments or building permit phase.		
8	Info:	A typical section for Bluefin Drive is required on the public improvement plans and must include the island (Block 3, Lot 1).	Detail of Bluefin Drive @ Island as shown on approved preliminary plat does include island (Lot 3, Block 1) with variable width.	The Traffic Engineering comment has been included as a conditional approval note No. 4,5,6, and the applicant has responded "Applicable requirements will be complied with through the project design or construction process."The comments will be addressed at the time of public improvments or building permit phase.		
9	Info:	A typical section for Pilar Way is required on the public improvement plans and must include the traffic circle (Block 4, Lot 1).	Typical Street Section was provided on preliminary plat. Detail of the traffic circule (Lot 4, Block 1) has been added to the preliminary plat.	The Traffic Engineering comment has been included as a conditional approval note No. 4,5,6, and the applicant has responded "Applicable requirements will be complied with through the project design or construction process." The comments will be addressed at the time of public improvments or building permit phase.		
10	Info:	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.			
11	Info:	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.			
12	Info:	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.			

13	Info:	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.			
14	Info:	Per AASHTO and TMUTCD guidelines is it advised to provide warning to motorists thru the use of traffic control devices (e.g. signage, striping) of the obstruction.	Understood.			
15	Info:	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.			
16	Info:	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.	Understood.			
17	Info:	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.			

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	Info:	Water Distribution Standards: Fire flow for residential areas require 750 GPM with 20 psi residual	Understood			
2	Info:	507.5.1 Exception 1: Group R-3 (one- or two-family dwellings): Fire hydrants to be located every 600 feet apart.	Understood			
3	Info:	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			
4	Info:	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			
5	Info:	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			
6	Info:	Note: An accessible road and a suitable water supply is required before going vertical with any structure.	Understood			
7	Info:	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			
8	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, exclusive of shoulders.	Understood			
9	Info:	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			

10	Info:	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			
11	Info:	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. The designation of a fire lane can be marked with conspicuous signs which have the words:” Fire Lane-No Parking” at 50-foot intervals. In lieu of signs, fire lanes may be marked along curbing with the wording, “Fire Lane-No Parking” at 15-foot intervals.	Understood			
12	Plat	What is the pavement section width curb to curb? Does the road width around the islands on Bluefin of 35 feet include the U.E. and sidewalks? As noted on previous review: If clearance around the island is restricted more than 28 feet, No Parking strips or signs shall be posted around the island. The HOA shall enforce and maintain the No Parking areas.	Understood. 20' Width each side of the island for a total of 40' all along the island per the detail on sheet 2 of the preliminary plat. The R.O.W. width varies from 60' to 101.52', allowing a green space of 15'-31' for sidewalks, landscaping and utilities.	9-01-21 Addressed		
13	Info:	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.	Understood			
14	Info:	Table D103.4 Requirements for Dead-end fire apparatus access roads. Turnaround provisions shall be provided with a 96-foot diameter cul-de-sac.	Understood			
15	Info:	Cul-de-sac shall have the pavement section of 96-foot clearance curb to curb. Temporary turn-arounds will be required if pavement extends more than 150-feet past Bluefin Dr. on Pilar Way or Gellhorn Dr. If required, the temporary turn-arounds came be removed once development extends into the next phase.	Understood			
16	Info:	Further Development Services review will be required to ensure construction meets townhome development. Non-transient use.	Understood			

GAS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	What are lots 17A, 21A, & 5A for and can i put a gas line thru the property?	These lots are utility easements as indicated in the notes. There are proposed waterlines within Lot 17A, Block 1 and Lot 17A, Block 2.	9-08-21 Addressed: we can work that utilities lay out.		

PARKS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	i. Dedication requirement = .57 acre.	Understood			
2	Plat	ii. Cash in lieu of land fees should be calculated at 13.34 x value of an acre = 118,059 payment UDC 8.3.5 Land Dedication	please clarify how these calculation were derived	Cash in lieu of land fees should be calculated at .57 x value of an acre = payment UDC 8.3.5 Land Dedication		
3	Plat	iii. Park Development Fees: 57 x \$200 = 11,400 UDC 8.3.5 Park Development Fee	Understood			

REGIONAL TRANSPORTATION AUTHORITY						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	This final plat is located along and immediately adjacent to bus stop 1602 served by Route 19G Ayers/Greenwood. Please note that the sign/pole assembly, bus bench and trash can are located completely within Greenwood right-of-way. Should any adjustments be required for this existing bus stop a future meeting with CCRTA staff to discuss necessary alterations will be warranted.	Understood			

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	1.85 miles North of Cabaniss ALF and 3.6 miles Southeast of CCIA. This property has been identified as being located within the navigable airspace of Cabaniss ALF and CCIA. (The following general note shall be included on the plat...) " The property owner shall be responsible for ensuring that any proposed constructions or alterations occurring on said property will comply with 14 CFR, §77 (Title 14, Part 77), Federal Regulations. The property owner shall ensure all development is within all Land Compatibility Use (Title 14, Part 150) Federal Regulations. "	Note added	Addressed		
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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