



Merged Document Report

Application No.:

Description :	
Address :	
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Submission Documents:

Document Filename
Crosstown Coves - Original with Resubmittal 3.15.pdf

Comment Author Contact Information:

Author Name	Author Email	Author Phone No.:
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General Comments

Comment ID	Author : Department	Status	Review Comments	Applicant Response Comments
45	Melanie Barrera : DS	Open	Proposed utilities in the curved layout as shown do not comply with the subdivision design and improvement standards adopted by the City. Public improvement approval is dependent on CCW's approval of the proposed variances to IDM chapters 4 &5, and Public Works' approval to variances to IDM chapters 3, 6, 7, and 8.	
46	Melanie Barrera : DS	Open	Proposed public improvements are to be reviewed prior to final plat approval to comply with 3.8.5.D. Changes to plat necessary for CCW/public works approval of utilities may affect buildable area	
47	Melanie Barrera : DS	Open	clearly label which utilities will be private and which will be public	
49	Melanie Barrera : DS	Open	Include typical cross section of proposed streets displaying appropriate MPO and where utilities will be housed in the ROW.	

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56	Melanie Barrera : DS	Open	<p>Public/Private Infrastructure Required?: Water: yes Fire Hydrants: yes Wastewater: yes Stormwater: yes Sidewalks: yes Streets: yes</p> <p>all deviations to the IDM and UDC design standards are to be reviewed for variance approval. indicate whether utilities will be public or private.</p>	
57	Melanie Barrera : DS	Open	<p>Per City of Corpus Christi - Code of Ordinances Ch. 14, Art.X, Sec. 14-1003, a Storm Water Quality Management Plan (SWQMP) is required. The following information is not included with the submittal:</p> <ul style="list-style-type: none"> -Hydraulic calculations based upon established procedures (such as the rational method). This should be done for the predeveloped land and post developed land, including mitigation efforts. -An on-site drainage plan, which details the direction of flow (using arrows or contours) and collection structures, including the size and required capacity of the drainage structures. -The on-site drainage plan should address how run-on storm water will be handled, including sheet flow entering the site from adjoining property. -Demonstrations of the conformance with existing master plan drainage and/or the need to master plan amendment for both on-site and off-site improvements. In the absence of a request for rezoning, the most impactful land use allowed under the current or proposed zoning will be assumed. Clearly indicate (shading) what surface will be pervious and what will be impervious. -Delineation of the route of runoff to ultimate outfall. -Identification of any environmentally sensitive area that is on the site, or that would be sensitive to storm water pollution from the site. (water supply sources, recreational waters, wetlands, barrier island dunes, and other sensitive ecological systems.) <p>The SWQMP should demonstrate how this property will mitigate the proposed increase in stormwater runoff rates for compliance with UDC 3.8.3.C. Further drainage review to occur with resubmittal.</p>	
58	Melanie Barrera : DS	Open	<p>is annexation/rezoning currently underway? For preliminary plat approval, plat should be consistent with the Comprehensive Plan, Utility Master Plans and any other adopted plans as they relate to:</p> <ol style="list-style-type: none"> a. The City's future streets, sidewalks, alleys, public open space and other public improvements; and b. The extension of the City limits or the extension, improvement or widening of its roads, taking into account access to and extension of water, storm water and wastewater mains and the instrumentalities of public utilities. 	
59	Melanie Barrera : DS	Open	clearly display flood zones on plat, utility plan, and SWQMP	
62	Melanie Barrera : DS	Open	clearly label each phase/unit etc on the subdivision map.	

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64	Melanie Barrera : DS	Open	Informational: CCW to review infrastructure design prior to final plat approval.	
65	Melanie Barrera : DS	Open	comment from CCW: wastewater improvements shown are not compliant with the subdivision design and improvement standards adopted by the City (IDM 5.02.10) and not permitted by CCW as proposed. TCEQ Rule §217.53(m)(C)(i) also requires that WW line cannot exceed five degrees of deflection. Revise plat and utility plan so that the wastewater line is shifted to the roadway and manholes are added (spaced in compliance with IDM 5.02.11) to eliminate several of the proposed curved alignments. Remaining curved alignments will be reviewed on a case-by-case basis for variance approval and must comply with TCEQ Rule §217.53 (m)(4) and IDM 5.02.10 (c) that requires curved alignment has MHs at 300' intervals. Justification on any deviations from straight alignment are required per TCEQ rules.	
66	Melanie Barrera : DS	Open	comment from CCW: Per UDC 8.1.5, 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. Proposed layout shall be revised so that the extension of the proposed 12-inch gravity sewer line is in a straight alignment along the northern boundary of the development instead of routed through the subdivision, and that the water line is extended along the frontage of the development (IDM 4.03.e).	
67	Melanie Barrera : DS	Open	comment from CCW: The water improvements shown are not compliant with the subdivision design and improvement standards adopted by the City (IDM 4.03.g) and not permitted by CCW as proposed. If proposed dead-end mains are considered necessary to the design, the EOR shall work with CCW on the design so that water quality is addressed for variance approval.	

[Corrections in the following table need to be applied before a permit can be issued](#)

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4	Plat1	Note	Mark Zans : DS	Closed	Please change title of plat to Preliminary Plat of Crosstown Coves. Change the title for all subdivision maps showing the plat.	
5	Plat1	Note	Mark Zans : DS	Closed	Labe the square footage of each lot below the lot number.	
6	Plat1	Note	Mark Zans : DS	Open	Please provide block numbers for each block within the plat. Provide yard requirements (setbacks) according to zoning district development standards.	
7	Plat1	Note	Mark Zans : DS	Open	Please label each phase of the plat on the plat with the unit number. Change the names of the phases as current names make no sense. Change phase name to simplify the names, such as Crosstown Coves Phase 1	

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8	Plat1	Note	Mark Zans : DS	Closed	Please provide street names for all streets within the plat. Street names shall not duplicate street names already in existence.	
9	Plat1	Note	Mark Zans : DS	Open	As per UTP standards, provide cross section for each roadway width (50', 60' etc.)showing width of street, gutter, sidewalks and easements.	
10	Plat1	Note	Mark Zans : DS	Open	Per the UTP, CR22 is a A-2 roadway requiring 100' of ROW width. Currently, the roadway width is 40 feet. Dedication of 50' of land for CR22 is required for the entire length of CR 22. Hatch the area of dedication, provide the square footage of the area and show half street dimensions on the plat.	
11	Plat1	Note	Mark Zans : DS	Open	Label and dimension all easements shown on the plats.	
12	Plat1	Note	Mark Zans : DS	Open	Label all common areas and lots as to usage. (Park, Lake, etc.)	
14	Plat1	Note	Mark Zans : DS	Open	Per UTP, this roadway is a C3 with a ROW including sidewalks of 75'. The narrowest the roadway is currently shown is 60'. A widening of the roadway to 75' is required.	
16	Plat1	Note	Mark Zans : DS	Closed	Please submit a preliminary plat application with the signature of the owners on the third page.	
29	Plat1	Note	Mark Zans : DS	Open	TxDot comments- please add the 4 notes below regarding acces / drainage onto state roadway system.	
30	Plat1	Note	Mark Zans : DS	Open	As per UTP, please show street cross sections for C.R. 22, C.R. 43 and C.R. 20A	
33	Plat1	Note	Mark Zans : DS	Open	Provide an address plat with addresses on each lot. The lot numbers should be in paratheses. Block ranges on streets with street names.	
34	Plat1	Note	Mark Zans : DS	Open	Provide ROW as per Document number.	
35	Plat1	Note	Mark Zans : DS	Open	Provide half street width..	
36	Plat1	Note	Mark Zans : DS	Closed	label this page as sheet no. 2	
41	Plat1	Note	Mark Zans : DS	Open	Provide 10' U/E along collector street and 15' U/E along arterial street for all plat pages.	
42	Plat1	Note	Mark Zans : DS	Closed	Fire comments 1-71 Infor: Although presently this proposed subdivision is outside city limits, it is projected to be annexed soon. Consideration should be given to the standards for fire protection as follows: 2 Utility Residential fire flow should have at least 750 GPM with fire hydrants spaced every 600 feet. 3 Infor: 503.2.3 Surface. Fire apparatus access roads should be designed and maintained to	

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					<p>support the imposed loads of fire apparatus and shall be surfaced to provide all weather driving capabilities and capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.</p> <p>4 Infor: IFC 2015 Sec. 503.2.1 Dimensions Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders</p> <p>5 Infor: Where a hydrant is located on an fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.</p> <p>6 Infor. "The minimum required width of 20 feet that shall be maintained means a clear unobstructed path that allows the passage of fire apparatus.</p> <p>1. Where Fire Apparatus Access is constructed to the minimum of 20 feet, no parking is allowed within the fire apparatus lane.</p> <p>2. Where a fire hydrant is located on the street, the minimum unobstructed clearance shall be 26 feet. In this instance, no parking is allowed on one side of the street.</p> <p>3. The minimum UDC residential street width is 28 ft. curb to curb. Any parking along the street that reduces the width to less than 20 ft. is prohibited and the Fire Code Official and will require painting "NO PARKING-FIRE LANE" along one side of the street."</p> <p>7 Infor "Note: Calculated Turning Radii for Fire Apparatus: Inside Turn: 20 ft. 3 in. Curb to curb: 36 ft. 8 in. Wall to wall: 44 ft. 8 in. Note: The turning radius for fire apparatus should not be less than 45 degrees and curb to curb 36 feet. As a result, a cul-de-sac reduced to 60 ft. wide would appear to prevent fire apparatus from completing a turn without having to back up to negotiate the turn."</p>	
43	Plat1	Note	Mark Zans : DS	Closed	<p>Fire comments- 8-14</p> <p>8 Infor, To negotiate a turn in a cul-de-sac, the minimum required distance is a 96 ft diameter in accordance with section 503.2.5 Dead ends. 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 by means of a 96-foot diameter cul-de-sac (Section 503.2 and Appendix D. Cul -de -Sac turning diameter shall be 96' minimum.)</p>	

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					<p>9 Infor, Note: An accessible road and a suitable water supply is required once construction materials are brought on site.</p> <p>10 Infor: 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.</p> <p>11 Infor: 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.</p> <p>12 Infor. As the new subdivision develops, streets that terminate in a dead-end are to be provided with temporary turnarounds in accordance with the above requirements. The temporary turn-around may be removed upon completion of the street.</p> <p>13 Infor. There are several points of access into the subdivision from CR 20A; CR 22; CR43 and Crosstown Expwy. It is important that these roadway be built out to accommodate traffic and large fire apparatus. The Standard Urban Transportation Plan lists these streets as follows: CR20A as a C-3 collector street; CR 22 as an A-2 Arterial Street; CR 43 as an A-2 Arterial Street and a center (currently unnamed street that splits the subdivision as a C-3 75 ft. collector street.</p> <p>14 Infor: D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 50 shall be provided with two separate and approved fire apparatus access roads.</p>	
44	Plat1	Note	Mark Zans : DS	Open	AEP Texas Distribution request a 5' electric easement in the front of every lot off the ROW for front lot distribution. It can be the first 5' or the second behind a UE if there is one.	
52	Plat1	Note	Mark Zans : DS	Open	<p>Traffic comments 1-15</p> <p>1 Informational: Lack of Public Infrastructure Plans present difficulty to justify variable right-of-way widths interanal to the subdivision.</p> <p>2 Informational: Provide peak hour form</p>	

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					<p>3□Informational:□A TIA is recommended due to lack of roadway infrastructure, limited access, and average speed of adjacent roadways.</p> <p>4□Informational:□Developer to verify ownership and Right-of-Way to Gulfway Shopping Center</p> <p>5□Informational:□Recommended that TIA include traffic generated from Shopping Center</p> <p>6□Informational:□Curvilinear nautre of Roadway layout may require lighting above and beyond the minimum 500 ft spacing</p> <p>7□Plat□Developer to verify unlabeled easement that runs along Matchline D on the Master Preliminary Plat</p> <p>8□Plat□Developer to verify identiy of two parallel lines running along Matchline B overlaying the Gulfway Shopping Center lot.</p> <p>9□Informational:□Per Urban Transportation Masterplan, Chapman Ranch Rd (HWY 286) is TXDOT Right-of-way. Developer to coordinate access to Chapman Ranch Rd with TXDOT.</p> <p>10□Informational:□Per urban trasnportation masterplan CR22,CR43 and CR20A is Nueces County Right of Way. Developer to coordinate access to CR22,CR43 and CR20A with Nueces County</p> <p>11□Plat□Per the Urban Transportation Masterplan, CR22 is planned to be an A2 Arterial road, Per UDC 8.2.1, 50ft of ROW from the Centerline of CR22 will need to be dedicated to the City Per UDC 8.2.1</p> <p>12□Plat□Per the Urban Transportation Masterplan, CR43 is planned to be an A2 Arterial road, Per UDC 8.2.1, 50ft of ROW from the Centerline of CR43 will need to be dedicated to the City Per UDC 8.2.1</p> <p>13□Plat□Per the Urban Transportation Masterplan, CR20A is planned to be a C3 Collector Street, Per UDC 8.2.1, 37.5ft of ROW from the Centerline of CR20A will need to be dedicated to the City Per UDC 8.2.1</p> <p>14□Plat□Per the Urban Transportation Masterplan, A C3 collector street is planned from middle of CR22 to the middel of CR 20A, Per UDC 8.2.1, 75ft of ROW will be required for this C3 street. Per UDC 8.2.1</p> <p>15□Informational:□Cornerclips may be required at intersecions for visibility clearance, pending public Infrastructure improvement Plans and engineering design plans and potential Signalized intersections.</p>	
53	Plat1	Note	Mark Zans : DS	Open	<p>traffic comments 16-22</p> <p>16□Informational:□All new streetlight systems in residential subdivisions shall utilize concrete poles per IDM Chapter 8 section 1.2.B.a</p>	

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					<p>17□Informational:□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)</p> <p>18□Informational:□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</p> <p>19□Informational:□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. All entries to private streets from public streets shall be clearly signed by the owners or home owners association as a "private street." (Reference UDC Article 8.2.1.J. Private Streets)</p> <p>20□Informational:□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</p> <p>21□Informational:□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</p> <p>22□Informational:□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</p>	

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54	Plat1	Note	Mark Zans : DS	Closed	<p>Traffic comments 23-2723</p> <p>Informational: The developer or their representative is required to submit a "Street Lighting Plan", indicating the proposed locations and fixture type of street lights, for review and approval to the City's Traffic Engineering Department. All new fixture types will be LED. Street lights shall meet design requirements per the City of Corpus Christi Infrastructure Design Manual (IDM) Chapter 8 - Street Lighting Design Policy and Guidelines.</p> <p>24 Informational: 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.</p> <p>25 Informational: Per City of Corpus Christi Code of Ordinances Section 49-2 A ROW Construction Permit, issued by Traffic Engineering, will also be required to perform work within or occupy public right-of-way separate of plat approval and infrastructure improvements.</p> <p>26 Informational: For further information or to acquire a ROW Construction Permit please email ROWManagement@cctexas.com</p> <p>27 Informational: Working without an approved ROW Construction Permit will be considered non-compliance and can be subject to fines and / or citations.</p>	
55	Plat1	Note	Mark Zans : DS	Closed	<p>Planning Department DT-</p> <p>1) Provide alternatives to consider Commercial use at the northeast and southeast corners and Mixed-use along the western boundary of the parcel per the Future Land Use Map adopted as part of the London Area Development Plan in March 2020.</p> <p>2) Annexion may be needed for City water, and wastewater utility connection.</p>	
24	Plat2	Note	Mark Zans : DS	Open	Please dimension the width of all easements. What is the open space between easements and plat edge?	

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25	Plat2	Note	Mark Zans : DS	Open	Per the Urban Transportation Masterplan, CR43 is planned to be an A2 Arterial road, Per UDC 8.2.1, 50ft of ROW from the Centerline of CR43 will need to be dedicated to the City Per UDC 8.2.1	
31	Plat2	Note	Mark Zans : DS	Closed	Change the sequence of pages numbers. Enlarge the location map and make the NW quadrant page 1, the NE quadrant page 2, the SW quadrant page 3 and the SE quadrant page 4.	
32	Plat2	Note	Mark Zans : DS	Closed	Provide location map and legend on all prelim plat pages. Location map to show (4) quaduarants labeled with page numbers.	
37	Plat2	Note	Mark Zans : DS	Closed	Label this sheet as No. 3 of 5	
26	Plat3	Note	Mark Zans : DS	Open	Per UTP, CR20A is a C3 roadway with 75' of ROW required. Roadway is currently 40' width. Dedication of 37.5 ' of land for roadway is required.	
27	Plat3	Note	Mark Zans : DS	Open	Additional ROW maybe needed from the entrance to the subdivision since this is a highway and a TxDOT roadway.	
38	Plat3	Note	Mark Zans : DS	Closed	Label this sheet as No. 4 of 5	
22	Plat4	Note	Mark Zans : DS	Open	Label this area as to the use of the area.	
39	Plat4	Note	Mark Zans : DS	Closed	Label this sheet as No. 5 of 5	
61	Plat4	Callout	Melanie Barrera : DS	Open	SWQMP/utility plan shows an unlabeled structure in this area between lots 30-37 and 357-358 (phases unlabeled, but it appears there was not a final plat submitted for this area in question.) label and show on subdivision map.	
48	Plat7	Note	Melanie Barrera : DS	Open	specify if common areas will be owned and maintained by the HOA	
68	utility1	Note	Melanie Barrera : DS	Open	include storm infrastructure on utility plan to ensure no conflicts	
63	utility2	Callout	Melanie Barrera : DS	Open	these, and all other infrastructure, will need to be shown on the plat and labeled.	
60	swqmp3	Note	Melanie Barrera : DS	Open	SWQMP should have proposed detention ponds clearly labeled.	