



## **Merged Document Report**

### **Application No.: PL9273**

Description :	
Address :	
Record Type :	PLAT

Submission Documents:

<b>Document Filename</b>
260427-PLAT_R1.pdf

Comment Author Contact Information:

<b>Author Name</b>	<b>Author Email</b>	<b>Author Phone No.:</b>
Mark Zans	markz2@corpuschristitx.gov	361-826-3553

**General Comments**

**Corrections in the following table need to be applied before a permit can be issued**

<b>Comment ID</b>	<b>Page Reference</b>	<b>Annotation Type</b>	<b>Author : Department</b>	<b>Status</b>	<b>Review Comments</b>	<b>Applicant Response Comments</b>
1	P001	Note	Mark Zans : LD	Closed	Provide half street dimension on Claride Street plus 5' dedication. Dedication of 5' required per RMP to bring Claride St. to C-1 width of 60'.	
2	P001	Note	Mark Zans : LD	Closed	Provide half street dimension on Claride Street plus 5' dedication. Dedication of 5' required per RMP to bring Claride St. to C-1 width of 60'.	
3	P001	Note	Mark Zans : LD	Closed	Fire comments #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	

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					<p>dwelling): Fire hydrants to be located every 600 feet apart.</p> <p>-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 once construction materials are brought on site.</p> <p>-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.</p> <p>-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>-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.</p> <p>-Table D103.4 Requirements for Dead-end fire apparatus access roads. Turnaround provisions shall be provided with a 96-foot diameter cul-de-sac.</p> <p>Information/Note:</p> <ol style="list-style-type: none"> <li>1. Where Fire Apparatus Access is constructed to the minimum of 20 feet, no parking is allowed within the fire apparatus lane.</li> <li>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.</li> <li>3. The minimum 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.</li> </ol>	
4	P001	Note	Mark Zans : LD	Closed	<p>Fire comments #2:</p> <p>Note: Calculated Turning Radii for Fire Apparatus:  Inside Turn: 28 ft.  Curb to curb: 36 ft. 8 in.  Wall to wall: 45 ft.</p> <p>Note: The turning radius for fire apparatus should not be less than 45 degrees and curb to curb 36 feet. As a result, developers should be particularly careful not to design streets with acute angles that would prevent fire apparatus from completing a</p>	

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					<p>turn without having to back up to negotiate the turn.</p> <ul style="list-style-type: none"> <li>-Development of the property will require further Development Services review.</li> <li>-Any Fire Protection Systems will require Plan Review Submittal to the Fire Marshal's Office.</li> </ul>	
5	P001	Note	Mark Zans : LD	Closed	Park Dev. Fee: 462.50 x 1= \$462.50	
6	P001	Note	Mark Zans : LD	Closed	<p>Traffic comments:</p> <ul style="list-style-type: none"> <li>□The Proposed plat impacts and / or alters the existing Transportation Master Plan.</li> <li>o□Plat denied – the plat must conform to the Transportation Master Plan.</li> <li>o□Option 1 <ul style="list-style-type: none"> <li>□□Submit plat adhering to the Transportation Master Plan showing required ROW dedications</li> </ul> </li> <li>o□Option 2 <ul style="list-style-type: none"> <li>□□Applicant request Amendment to Transportation Master Plan</li> <li>•□Planning Commission support required</li> <li>•□Ultimate decision-making body: City Council</li> <li>•□Platting / Public Improvement process stops until amendment process is complete.</li> <li>•□Amendment process can take approximately 60 or more days depending on complexity.</li> <li>•□Claride Street listed as a C-1 in MPT therefore a 60 foot ROW is required.</li> </ul> </li> </ul> <p>PLAT – COMMENT: (CITY ACCESS MANAGEMENT / ROW)</p> <ul style="list-style-type: none"> <li>•□A ROW Construction Permit, issued by PW-Traffic Department (Right-of-Way Division), is required for any proposed driveway (construction entrance, temporary or permanent), work obstructing, closing, or occupying public right-of-way (Reference Chapter 49-2).</li> <li>o□The ROW Construction permit must be submitted and approved prior to any form of construction within City ROW.</li> <li>o□The developer / applicant can reach out to rowmanagement@corpuschristitx.gov for further assistance regarding the ROW Construction Permit they will be required to submit prior to any temporary and / or permanent driveway off the immediate roadways.</li> <li>o□Any contractor working within City ROW without an approved ROW Construction Permit can be held in non-compliance and can be subject to a fee of \$1,500 per day of unpermitted work, as per City of Corpus Christi Municipal Code 49-112 (9).</li> <li>•□The PW-Traffic Department (Right-of-Way Division) is responsible for reviewing and permitting new construction</li> </ul>	

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					<p>and repairs/modifications to driveways, sidewalks, curb, and gutter or any work within utility easements.</p> <p>o All work shall be performed in accordance with the city's construction standards. A permit shall not be issued for any tract or property where a final plat is required to obtain a building permit. (Refer to Muni-code Chapter 49-30 for permit requirements.)</p> <p>DRIVEWAY ACCESS</p> <ul style="list-style-type: none"> <li>• Proposed Driveway access to public City Street shall conform to access management standards outlined in Article 7 of the UDC (UDC 7.1.7)</li> <li>• Proposed driveway details &amp; dimensions required for review and approval from Public Works Traffic / ROW.</li> </ul> <p>PEAK HOUR TRAFFIC / TIA:</p> <ul style="list-style-type: none"> <li>• Peak Hour Traffic (PHT) form DOES NOT show an excess of 500 trips for both the AM peak trips times &amp; the PM peak trip times. A Traffic Impact Analysis (TIA) will NOT be required.</li> </ul> <p>Traffic control plans</p> <ul style="list-style-type: none"> <li>• Traffic control plans will also need to be provided to address any impacts or encroachment of devices, private work, or any activity into public ROW during construction.</li> </ul>	
7	P001	Note	Mark Zans : LD	Closed	<p>Per the RMP, Claride Street is a C1 roadway with a ROW width of 60'. Currently the ROW is 50 feet. Dedication of 5' from this plat is required.</p>	