

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/Dis: MZ / 3
Application Si 4/28/2022
TRC Comments Meeting Date: 5/5/2022
TRC Comments Sent Date: 5/6/2022
Revisions Received Date (R1): 5/18/2022
Staff Response Date (R1):
Revisions Received Date (R2):
Staff Response Date (R2):
Planning Commission Date:

Waiver asked for 7/7/2022

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: Kingsley Heights Phase 1 & 2 (Preliminary Plat - 46.19 Ac.)

Located north of Old Brownsville Road & west of Cliff Maus Dr.

Zoned: CG-1, CN-1, IL

Owner: Next Sports Company LLC
Surveyor: George Rubalcaba - Govind Engineering

The applicant proposes to plat the property to develop the existing vacant land to build a sports complex.

GIS						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Please provide ownership document number for 4 acre tract on proposed lot 5.	It was provided with the application but will provide it again.	Resolved		

LAND DEVELOPMENT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Notes # 8 : Provide contact information for Next Sports LLC.	Contact information is on application. It's Dr. Kingsley. Will provide application.	Addressed		
2	Plat	Need to obtain TXDOT approval for driveway locations and drainage.	Have met with TxDot and got okay on driveways and ok on drainage as long as we drain towards existing open ditch.	Acknowledged		
3	Fees	Prelim Plats not assessed fees.	Fees were paid in the amount of \$2299.00	Addressed		
4	Plat	Need to provide access to Lot 5	Road is being provided at south end of parking on lot 5 that runs east along the north side of the soccer field headed to Clif Maus.	Addressed		
5	Plat	Provide minimum 20' access easement for bike path as per the Bike Mobility Plan	Will be asking for waiver on the Bike path.			

PLANNING/Environment & Strategic Initiatives (ESI)						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Per the Bicycle Mobility Plan provide an Off-Road Multi-Use Trail (defined in the Plan as a path, typically found along greenways, waterways, active or abandoned railways, and utility easements, within a right-of-way that is independent and physically separated from motor vehicle traffic by an open space or barrier) along the west property line that abuts the 90' drainage ditch.	Will be asking for waiver on bike path.	to be addressed with waiver to PC		
2	Plat	Per the Bicycle Mobility Plan provide a One-Way Cycle Track (defined in the Plan as a bikeway provided on both sides of the street that is physically separated from the vehicular travel lanes that provide exclusive use by bicycles in the direction of motor vehicle travel) along the southern property line that abuts the platted but unimproved Rockford Drive.	Will be asking for waiver on bike path.	to be addressed with waiver to PC		

DEVELOPMENT SERVICES ENGINEERING

Action	Yes	No
Public Improvements Required?	Yes, with final plat Phase II	Phase II is not being platted at this time, only Phase I
Water		No
Fire Hydrants	Yes, with final plat	
Wastewater		No
Manhole		No
Stormwater		No
Sidewalks	Yes, with final plat Phase II Rockford Dr. is on the Mobility Plan	We will not be platting Phase II at this time, only Phase I.
Streets	Yes, with Final Plat Phase II Rockford Dr.	We will not be platting Phase II at this time, only Phase I.

Refer to UDC Section 3.8.3.D Waivers if applicable.

Applicant Response on Waiver:	Acknowledge
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DEVELOPMENT SERVICES ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
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.	Acknowledge	Addressed		
2	Public Improv	Public Improvements are required with the final plat: submit a PDF copy of the proposed Public improvements along with a title sheet to Publicimprovements@cctexas.com for review and approval prior to final recordation of the plat.	Acknowledge	Addressed		
3	Utility	Show or indicate location of existing fire hydrants.	Will show on utility map	Addressed		
4	Utility	8-inch ACP water line on the north side of Old Brownsville Rd. is abandoned/ inactive	Will Indicate on utility plan even though about a year ago, the line wasn't shown as abandoned and inactive.	Addressed		
5	Utility	Wastewater line along Cliff Maus Dr. is 12-inch throughout- plans show 20-inch at intersection.	Will correct	Addressed		
6	SWQM P	Confirm the drainage is consistent with the existing Storm Water Master Plan. Confirm hydraulic parameters are consistent with the infrastructure Design Manual (IDM) (MC-14-1002, 14-1003, 14-1005: IDM 3.03.	Confirmed	Addressed and verified		

7	P	SWQM Show pre-development and post development flow patterns.	Shown	Addressed and verified		
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UTILITIES ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No water construction is required for platting.	Acknowledged	Addressed		
2	Plat	No wastewater construction is required for platting.	Acknowledged	Addressed		

TRAFFIC ENGINEERING

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledged	Addressed		

FLOODPLAIN

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledged	Addressed		

FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Note: All code reference is based on currently adopted International Fire Code (IFC) 2015 and Corpus Christi Water Distribution Standards. Any structures on this sports complex shall be considered commercial development and shall have a fire flow of 1,500 GPM with 20 psi residual	Acknowledge	Addressed with Public Improvements		
2	Plat	Fire hydrant every 300 feet and operational.	Acknowledge	Addressed with Public Improvements		
3	Plat	507.5.1 (amendment) Where Required: All premises, other than one-family detached dwellings, where buildings or portions of buildings are located more than 150 feet from a fire hydrant shall be provided with approved on-site hydrants and water mains capable of supplying the fire flow require by the fire official. The minimum arrangement being so as to have a hydrant available for distribution of hose to any portion of building on the premises at distances not exceeding 300 feet. Exception: For buildings equipped with an approved automatic sprinkler system, the distance requirement shall be 500 feet.	Acknowledge	Addressed with Public Improvements		
4	Plat	507.5.4 Obstruction. Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants. Note: Hose lay from a hydrant will not cross an arterial street. (Old Brownsville Rd.)	Acknowledge	Addressed with Public Improvements		
5	Plat	912.2.3 (amendment) Proximity to Hydrant: Fire department connections (FDC) for each sprinkler system or standpipe system shall be located not more than 100 feet from the nearest fire hydrant connected to an approved water	Acknowledge	Addressed with Public Improvements		
6	Plat	503.1.1 (amendment) Buildings and facilities: Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall allow access to three (3) sides of buildings in excess of fifteen thousand (15,000) square feet and all sides for buildings in excess of thirty thousand (30,000) square feet.	Acknowledge	Addressed with Public Improvements		
7	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.	Acknowledge	Addressed at site plan Review		

8	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.	Acknowledge	Addressed at site plan Review		
9	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.	Acknowledge	Addressed at site plan Review		
10	Plat	Note: An accessible road and a suitable water supply is required once construction materials are brought on site.	Acknowledge	Addressed at site plan Review		
11	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.	Acknowledge	Addressed at site plan Review		
12	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 an individual wants to park a vehicle on the street, the minimum width of the street shall be 32 feet.	Acknowledge	Addressed at site plan Review		
13	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.	Acknowledge	Addressed at site plan Review		
14	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. 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.	Acknowledge	Addressed at site plan Review		
15	Plat	Table D103.4 Requirements for Dead-end fire apparatus access roads. Turnaround provisions shall be provided with a 96-foot diameter cul-de-sac. (Hammerhead design will no longer be acceptable to the Fire Department due to the inherent danger of backing vehicles.)	Acknowledge	Addressed at site plan Review		
16	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.	Acknowledge	Addressed at site plan Review		
17	Note	If Applicable) D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all the following criteria: Single gate width shall not be less than 20 feet. 12 feet gate width is required for a divided roadway. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official. Note: The use of a Knox Gate Switch is currently required by the Fire Official. Methods of locking shall be submitted for approval by the fire code official. Note: The Knox Padlock is currently required by the Fire Official. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed, and installed to comply with the requirements of ASTM F 2200.	Acknowledge	Addressed at site plan Review		
18	Note	IFC 503.1.2 Additional access. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.	Acknowledge	Addressed at site plan Review		
19	Note					

20	Plat	Commercial development of the property will require further Development Services review.	Acknowledge	Addressed at site plan Review		
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GAS

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledge	Addressed		

PARKS

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledge	Addressed		

REGIONAL TRANSPORTATION AUTHORITY

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	This preliminary plat is located immediately adjacent to inbound bus stop 9 served by bus Route 16 Morgan. Immediately adjacent to this subject plat bus stop 9 is located along the east side of Old Brownsville and is approximately 160 feet south of the Old Brownsville Rd. and Cliff Maus Dr. intersection at the southeast corner. Please note that the concrete bus stop service pad, sign and pole assembly and all associated bus stop equipment are allocated completely within the ROW. Should any adjustments be required for this bus stop, a future meeting with the CCRTA staff to discuss necessary or desired alterations will be warranted.	Acknowledge	Addressed		

NAS-CORPUS CHRISTI

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledge	Addressed		

CORPUS CHRISTI INTERNATIONAL AIRPORT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledge	Addressed		

AEP-TRANSMISSION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledge	Addressed		

AEP-DISTRIBUTION

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledge	Addressed		

TXDOT

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

NUECES ELECTRIC

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Acknowledge	Addressed		

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.

