



Date: 06.25.2024

Development Services
 2406 Leopard Street, Corpus Christi, TX 78408

Merged Document Report

Application No.: PL8275

Description :	
Address :	
Record Type :	PLAT

Submission Documents:

Document Filename	
Revised SWQMP.pdf	
Revised plat - 20240522.pdf	
Revised Utility Plan - Utility.pdf	

Comment Author Contact Information:

Author Name	Author Email	Author Phone No.:
Mikail Williams	MikailW@cctexas.com	
Alex Harmon	AlexH2@cctexas.com	361-826-1102
Andrea Fernandez	andrea3@cctexas.com	361-826-3584
John Gonzales	JGonzalez@cctexas.com	

General Comments

Comment ID	Author : Department	Status	Review Comments	Applicant Response Comments
4	Andrea Fernandez : DS	Closed	Plat is a Non-public notice PC plat.	
5	Andrea Fernandez : DS	Closed	This plat is on the 30-day tract for approval, approval with Conditions, or disapproval by 5/15 PC. PER APPLICATION 60 DAY REVIEW: would be on tract for 6/12 PC. Deadline for revisions in good order by 6/3. UPDATE: 30- day extension requested. Can reach PC either 6/26 or 7/10	

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6	Andrea Fernandez : DS	Closed	The plat will be recommended as Conditional Approval for Resolution comments received and that have remained Open and unmet.	
7	Andrea Fernandez : DS	Closed	A request or response may be made for an additional 30 days for Public Notice plat with a Waiver or to resolve Open comments. This request must be made directly to Development Services within the 30-day initial period.	

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

Comment ID	Page Reference	Annotation Type	Author : Department	Status	Review Comments	Applicant Response Comments
8	plat1	Note	Andrea Fernandez : DS	Closed	NCAD Comment: We currently have the ownership as undivided interest account 0286-0020-0100.	
9	plat1	Note	Andrea Fernandez : DS	Closed	AEP Transmission: No comment	
10	plat1	Note	Andrea Fernandez : DS	Closed	AEP Distribution: No comment	
11	plat1	Note	Andrea Fernandez : DS	Closed	CCRTA Comment: This plat is not located along any existing or foreseeably planned CCRTA service route	
21	plat1	Note	Andrea Fernandez : DS	Closed	GIS: This plat DOES NOT CLOSE within acceptable engineering tolerances. UPDATED 5/7: 1 Plat The plat closes within acceptable engineering standards.	
22	plat1	Note	Andrea Fernandez : DS	Closed	Fire comments 1-8: 1 Plat Water Distribution Standards: Fire flow for residential areas require 750 GPM with 20 psi residual 2 Plat 507.5.1 Exception 1: Group R-3 (one- or two-family dwellings): Fire hydrants to be located every 600 feet apart. 3 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. 4 Plat 102.1 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	

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					<p>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.</p> <p>5 Infor. 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 to the fire department shall be provided and maintained.</p> <p>6 Infor. Note: An accessible road and a suitable water supply is required before going vertical with any structure.</p> <p>7 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.</p> <p>8 Plat 103.1 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>	
23	plat1	Note	Andrea Fernandez : DS	Closed	<p>Fire comments 9-13:</p> <p>9 Infor. 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>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."</p> <p>10 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.</p>	

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24	plat1	Note	Andrea Fernandez : DS	Closed	<p>11 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.</p> <p>12 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.</p> <p>13 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.</p>	
25	plat1	Note	Andrea Fernandez : DS	Closed	<p>Parks: No comments</p> <p>Park Development Fee "Fee in Lieu of Land" Dwelling Units: 73 Fee: \$65.50 Total Due: \$33,762.50 UPDATED: Per Park Improvement Agreement for London Towne Subdivision, developer shall be granted credits as to go in lieu of fees.</p>	
26	plat1	Note	Andrea Fernandez : DS	Closed	<p>Planning comment: Remove red preliminary text off all plat pages</p>	
27	plat1	Note	Andrea Fernandez : DS	Closed	<p>Planning comment: Provide plat note stating direct access to London Pirate Road (CR-33) shall not be permitted. UPDATED: Revise to say "Direct access to London Pirate Road shall not be permitted"</p>	
28	plat2	Note	Andrea Fernandez : DS	Closed	<p>Planning comment: Owner signature block should reflect owner(s) in NCAD (see comment ID #8) UPDATED: Deeds confirming owner to be provided before final plat recordation</p>	
					<p>Planning comment: Provide street cross sections (see comment ID #19) UPDATED: Provide street cross section for London Pirate Road (CR-33) RESOLVED PER MEETING 5/13</p>	

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29	plat2	Note	Andrea Fernandez : DS	Closed	<p>Planning comment: Verify existing utility easement along London Pirate Rd is fully within the public ROW otherwise show remaining easement square footage.</p>	
32	plat2	Note	Andrea Fernandez : DS	Closed	<p>Traffic: 1: Sheet 2 of 3 - Rose Barnes Lane as shown is not functional nor acceptable. Area should be redesigned to include a midblock roadway and appropriate cul de sac or intersection design. Proper intersection spacing for C-3 roadways should be adhered to. UPDATED: All Traffic comments to be further discussed in scheduled meeting between DSD and developer UPDATED 5/29/24: -[](Infor) Traffic still has concerns with overall design. Alleys are supplementary features to complete roadway networks to allow rear access to homes. The design/plat provided does not have a complete roadway network as the alley is utilized in place of a local road. In evaluating the design given this understanding, the roadway network is incomplete and provides several features that do not meet UDC standards. These standards include dead end roads, lack of cul de sacs, potential length of cul de sac. I understand that the preliminary plat was approved and further understand the developer's stance on the approved preliminary plat. However, this statement makes clear that this is not a viable option and will be not considered in future developments. -[](Infor) It is our understanding, based on developers' comments, that a fence will be placed along Rose Barnes Lane within public right of way to separate London Pirate Road. The fence is not indicated on plat or plans but it appears that any fence within the right of way of Rose Barnes will conflict with the fire truck overhang along lot 16. -[](Infor) Any fence within the right of way will require a private maintenance agreement and permit for a private feature in public right of way.</p>	
33	plat2	Note	Andrea Fernandez : DS	Closed	<p>Traffic: 2: Sheet 2 of 3 - Plat should include extension of Etionne Garden Drive southern edge of lot 1 RESOLVED AT 5/13 MEETING</p>	
34	plat2	Note	Andrea Fernandez : DS	Closed	<p>Traffic comments 3-10: 3[]Informational:[]London Pirate Road is considered a C-3 Roadway. Public Improvement plans should complete western half extension and appropriate transition.</p>	

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					<p>4 <input type="checkbox"/> Informational: <input type="checkbox"/> All new streetlight systems in residential subdivisions shall utilize concrete poles per IDM Chapter 8 section 1.2.B.a</p> <p>5 <input type="checkbox"/> Informational: <input type="checkbox"/> 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>6 <input type="checkbox"/> Informational: <input type="checkbox"/> 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>7 <input type="checkbox"/> Informational: <input type="checkbox"/> 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>8 <input type="checkbox"/> Informational: <input type="checkbox"/> 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>9 <input type="checkbox"/> Informational: <input type="checkbox"/> 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>10 <input type="checkbox"/> Informational: <input type="checkbox"/> Raised blue pavement markers in accordance with the latest version of the "Texas</p>	

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35	plat2	Note	Andrea Fernandez : DS	Closed	<p>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 UPDATED 5/29/24: - (Infor) A note should be added to plat that no driveways will be allowed to London Pirate Road. I understand that this is not the developer's intent; however, traffic would like this added to avert any future request by individual property owners. (This does not include the required temporary emergency access). (NO RESPONSE NEEDED; CURRENT PLAT NOTE IS SUFFICIENT) - (Infor) Please note that plat, public improvement plans, and fire truck path mapping submittals had different street names.</p>	
					<p>Traffic comments 11-15: 11 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. 12 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. 13 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. 14 Informational: For further information or to acquire a ROW Construction Permit please email ROWManagement@ctexas.com</p>	

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12	plat1	Note	Alex Harmon : ENG	Closed	<p>15 Informational: Working without an approved ROW Construction Permit will be considered non-compliance and can be subject to fines and / or citations.</p> <p>"Improvements Required for Recordation, per UDC 8.1.4. A. Streets: yes Sidewalks: yes, per 8.2.2 B. Water: yes C. Wastewater: yes D. Stormwater: yes E. Public open space: no F. Permanent monument markers: no</p> <p>Please note, improvements required should be constructed to city standards, found in Article 8 and the IDM. "</p>	
19	plat2	Note	Alex Harmon : ENG	Closed	<p>Provide typical cross-section of proposed streets displaying appropriate MPO including street width and sidewalk trails (UDC 8.2.1)</p>	
31	plat2	Callout	Alex Harmon : ENG	Closed	<p>Pending further review by traffic and streets</p>	
14	1	Callout	Alex Harmon : ENG	Closed	<p>This should be titled "Preliminary Stormwater Quality Management Plan of...."</p>	
15	1	Note	Alex Harmon : ENG	Closed	<p>6/25/24 Per Al and Bria drainage to be resolved separately so plat can move forward.</p> <p>Review IDM 3.05: No Adverse Impacts. For new developments and other improvements that will increase the impervious cover, decrease the time of concentration (Tc), or increase peak flows from drainage areas, mitigation of adverse storm water impacts shall be required. Mitigation methods shall be designed to release the post-development storm water runoff from a site at a controlled rate, which does not exceed the predeveloped peak runoff rate. Habitable structures must be mitigated to the 100-yr-storm event per UDC 8.2.8</p>	
16	1	Note	Alex Harmon : ENG	Closed	<p>6/25/24 response: Per Al, Bria and Bart drainage to be resolved separately</p> <p>5/29/24 response: Either add this note back to the plat "Place plat note (not just on SWQMP, on plat as well) that any increase in stormwater runoff flow rates shall be mitigated to comply with UDC 8.2.A, 8.2.B, and IDM 3.05" and stormwater can be addressed with just PIs, or show that downstream property won't be affected per Al Raymond's e-mail on 5/20/24.</p>	

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30	1	Note	Alex Harmon : ENG	Closed	Comparing the "max HGL elevation attained 100-yr" and the grading and paving provided in the public improvement plans, multiple lots would be unbuildable unless the homes are placed on piers or "built-up" as during a 100-yr storm they would be underwater. Per UDC 8.2.8 habitable structures must be mitigated to the 100-yr storm. Mitigate further (or provide further analysis/retention showing this max HGL won't be met) or adjust grading to avoid lots being recorded as unbuildable.	
13	Utility Map	Note	Alex Harmon : ENG	Closed	Any work done in the ROW will require a separate permit from the building permit through ROWmanagement@ccctexas.com. Refer to driveway design standards in UDC 7.1.7	
17	Utility Map	Callout	Alex Harmon : ENG	Closed	This should be titled "Preliminary Utility Plan of.."	
18	Utility Map	Note	Alex Harmon : ENG	Closed	Include estimated water and wastewater usage on utility plan to ensure the proposed development is in compliance with the Comprehensive Plan, implementation plan and applicable Utility Master Plan and the availability and capacity of public improvements needed to support the development. (Flow units gpd) (UDC 3.8.5.D)	
1	Utility Map	Note	Mikhail Williams : WTR	Closed	Water construction is required for platting (UDC 1.2.1.D & 8.2.6; Water Distribution Standards).	
2	Utility Map	Note	John Gonzales : WW	Closed	Wastewater construction is required for platting (UDC 1.2.1.D & 8.2.7; Wastewater Collection System Standards).	