

**Merged Document Report****Application No.: PL9379**

Description :	
Address :	
Record Type :	PLAT

Submission Documents:

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Comment Author Contact Information:

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Bria Whitmire	briaw@corpuschristitx.gov	361-826-3268
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**

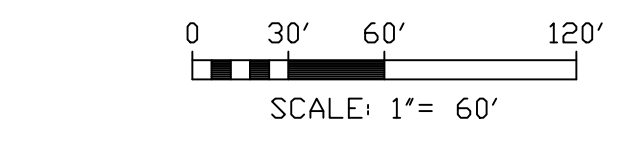
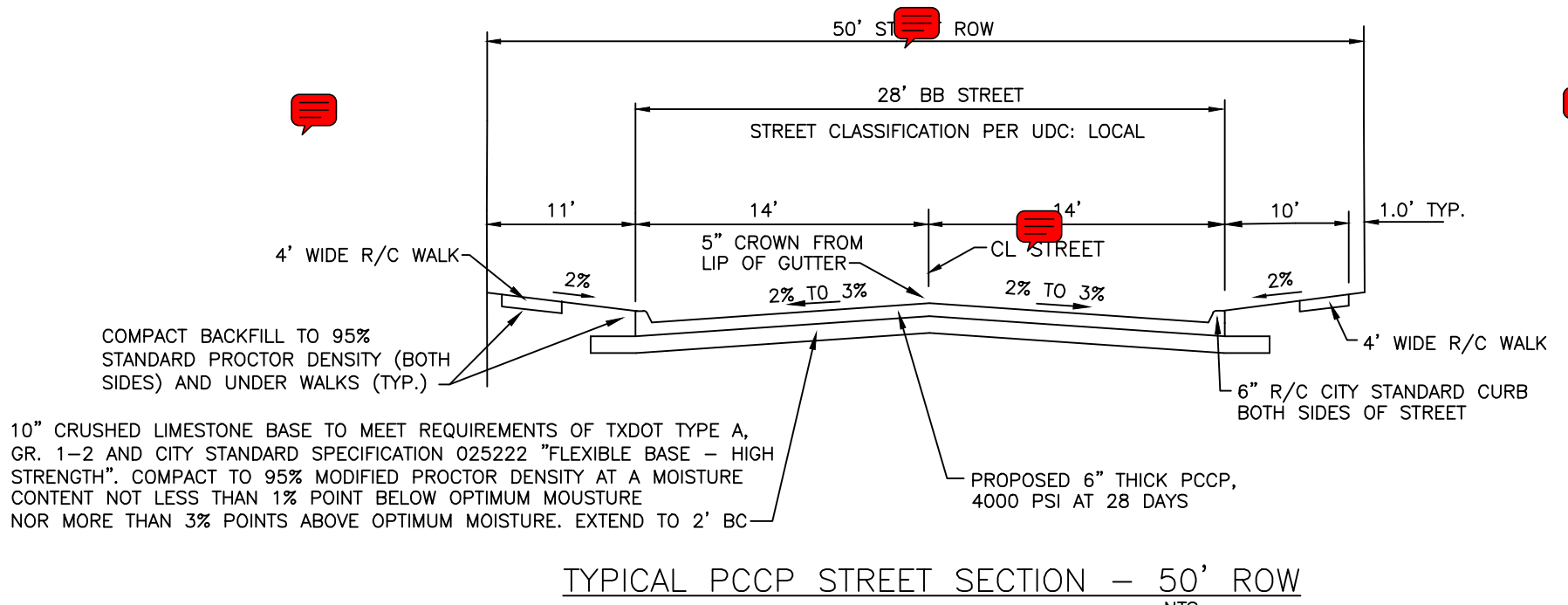
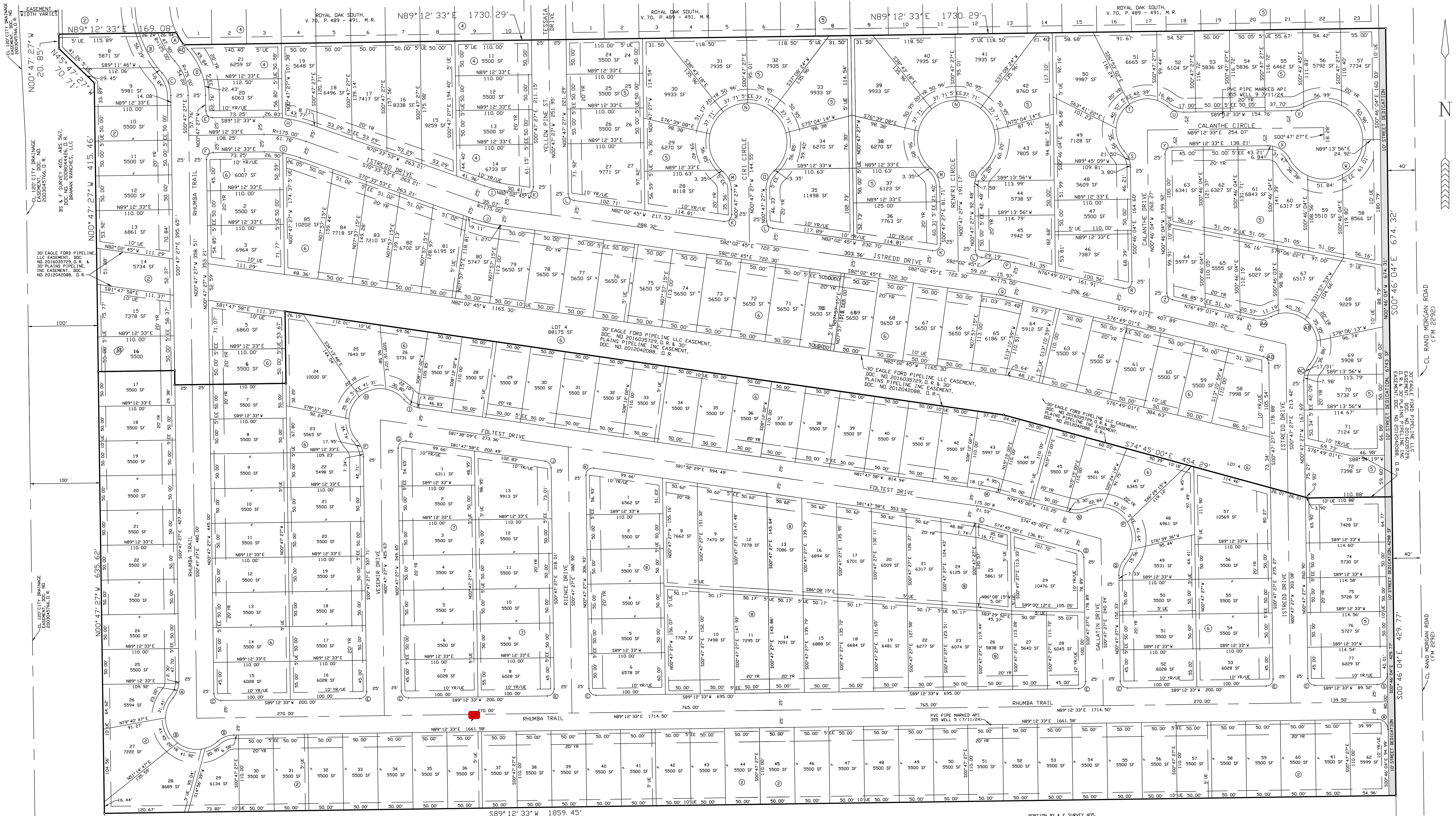
Comment ID	Page Reference	Annotation Type	Author : Department	Status	Review Comments	Applicant Response Comments
1	P001	Note	Bria Whitmire : DS	Closed	Improvements Required for Recordation, per UDC 8.1.4. A. Streets: yes Sidewalks: yes B. Water: yes (EACH lot must have individual access and provide connectivity to neighboring lot) Fire hydrants: yes (nearest hydrant must be 300 feet for commercial, 600 for residential) C. Wastewater: yes (EACH lot must have individual access and provide connectivity to neighboring	

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					lot) D. Stormwater: yes, site development must mitigate any increase of stormwater runoff-post development flow cannot exceed pre development flow E. Public open space: no (UDC 8.3) F. Permanent monument markers: no Please note, improvements required should be constructed to city standards, found in Article 8 and the IDM.	
2	P001	Note	Mark Zans : LD	Closed	Provide street cross sections for all street types and include the sidewalks. for this preliminary plat.	
3	P001	Note	Mark Zans : LD	Closed	Traffic comments: PLAT – ROADWAY MASTER PLAN •The proposed plat does not impact or alter the existing Transportation Master Plan. - oPlat as submitted is not approved. The property line shall be moved inward to clearly designated the ROW width. PLAT – COMMENT: (CITY ACCESS MANAGEMENT / ROW) •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). - oThe ROW Construction permit must be submitted and approved prior to any form of construction within City ROW. - oThe 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. - oAny 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). •The PW-Traffic Department (Right-of-Way Division) is responsible for reviewing and permitting new construction and repairs/modifications to driveways, sidewalks, curb, and gutter or any work within utility easements. - oAll 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.)	

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4	P001	Note	Mark Zans : LD	Closed	Per UDC 8.2.4 block length cannot exceed 1600feet. Rhumba Trail block length is 1661.58"	
7	P001	Note	Mark Zans : LD	Closed	Fire comments#1 Water Distribution Standards: Fire flow for residential areas requires 750 GPM with 20 psi residual 507.5.1 Exception 1: Group R-3 (one- or two-family dwellings): Fire hydrants to be located every 600 feet apart. 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. 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. 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.	
8	P001	Note	Mark Zans : LD	Closed	Fire comments #2 Information/Note: 1. Where Fire Apparatus Access is constructed to the minimum of 20 feet, no parking is allowed within the fire apparatus lane. 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. 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. Note: Calculated Turning Radii for Fire Apparatus: Inside Turn: 28 ft. Curb to curb: 36 ft. 8 in. Wall to wall: 44 ft. 8 in. Note: The turning radius for fire apparatus should	

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					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 turn without having to back up to negotiate the turn. 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. 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. 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. Exceptions: 1. Where there are more than 50 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system, access from two directions shall not be required. 2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.	
9	P001	Note	Bria Whitmire : LD	Closed	Stormwater comments: While the applicant has acknowledged our comments, they have deferred nearly all detailed engineering requirements to the Public Infrastructure (PI) phase by stating "PI's conform to UDC and IDM requirements". Therefore, these comments are not yet resolved and must be formally carried forward. Please include the following conditions, noting that all comments must be fully addressed and approved during the PI phase prior to final plat recordation:	

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10	P001	Note	Mark Zans : LD	Closed	Parks comment: Based on the number of lots provided, fees have been applied in turn for the proposed dwelling unit(s) per lot. If there is an update to the number of dwelling units proposed, either increase or decrease, fees are to be updated in order to charge the corrected fees for the project scope. 244 Lots x 462.50 = \$112,850.00	
11	P001	Note	Mark Zans : LD	Closed	Traffic : Updated comments 7/27/2026: PLAT – ROADWAY MASTER PLAN •□The proposed plat does not impact or alter the existing Transportation Master Plan. o□The property line shall be moved inward to clearly designated the ROW width. o□The plat did provide adequate ROW dedication as required per the RMP. PEAK HOUR TRAFFIC / TIA: Rejected •□Peak Hour Traffic (PHT) form submitted previously was incomplete. Proposed Land Use total is not filled in.	
5	P001	Note	Caleb Wong : STREET	Closed	PW STR: IDM Table 6.2.2.B Non-Local Street Standards or Table 6.2.2.C Rural Street Standards, please provide typical cross section of proposed streets and/or Mobility Plan facilities consistent with latest Infrastructure Design Manual (On Preliminary Plat and Final if not provided on a previous Preliminary plat).	
6	P001	Note	Caleb Wong : STREET	Closed	PW STR: The developer shall be required to utilize the most stringent of sections per classification of roadway without a Geotech report validating the soil type. Please provide geotech validating typical sections and refer to IDM when constructing pavement section.	
12	P001	Note	Caleb Wong : STREET	Closed	PW STR: PW Streets will accept the preliminary plat. However, approval of the plat does not approve the layout of the roadways and the typical sections. These will be reviewed in depth in the Public Improvement Plans. For the typical sections, please provide the geotechnical report used for our review.	



BASS & WELSH ENGINEERING
TX SURVEY REG. NO. 100027-00, TX ENGINEERING REG. NO. F-52, 3054 S. ALAMEDA STREET, CORPUS CHRISTI, TEXAS 78404

PRELIMINARY PLAT
ROYAL OAK SOUTH UNITS 2 & 3
CORPUS CHRISTI, NUECES CO., TX

DWN.	PLOT SCALE:	1" = 100'	COM. NO.	PREL
CHK.	SCALE (H):	SAME	JOB NO.	26020
	SCALE (V):	NONE		
	DATE PLOTTED	07/22/26	SHEET	1 OF 1