



## **Merged Document Report**

### **Application No.: PL9274**

Description :	
Address :	
Record Type :	PLAT

Submission Documents:

<b>Document Filename</b>
Updated Plat 5-12.pdf

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[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	<p>TxDot comments:</p> <ul style="list-style-type: none"><li>TxDOT permits will be issued in accordance with access management standards and all applicable state and federal laws, including relevant rules and regulations. Considerations will include access connection spacing, materials, geometrics, accessibility, and other design specifications, as well as the impact on drainage and hydraulics, utility location or relocation, and environmental effects resulting from the requested construction of an access connection (43 Tex. Admin. Code § 11.52, 2020).</li></ul>	

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					<p>Drainage improvements must accommodate runoff from the upstream drainage area in its anticipated maximum "build-out" or "fully developed" condition and should be designed to prevent overloading the capacity of the downstream drainage system.</p> <ul style="list-style-type: none"> <li>• If the owner responsible for maintaining the permanent stormwater or water quality control fails to maintain it to TxDOT ROW standards, the owner must rectify the issue.</li> <li>• Any development that anticipates an increase in existing traffic generation may be required to conduct a traffic study. The necessary improvements identified in the traffic study may need to be constructed by the developer, based on TxDOT's discretion and approval, prior to the access connection being establish.</li> </ul>	
2	P001	Note	Mark Zans : LD	Closed	Change first name of agent: Should be Harshika Patel	
3	P001	Note	Mark Zans : LD	Closed	Change name to Harshika Patel	
4	P001	Note	Mark Zans : LD	Closed	<p>Fire comments #1:  Note: All code reference is based on currently adopted International Fire Code (IFC) 2021 and Corpus Christi Water Distribution Standards. "Commercial Development shall have a fire flow of 1,500 GPM with 20 psi residual. Fire hydrant every 300 feet and operational."</p> <p>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.</p> <p>912.2.3 (amendment) Proximity to Hydrant: Fire department connections (FDC) (if required) 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 supply.</p> <p>503.1.1 (amendment) Buildings and</p>	

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					<p>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. 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.</p> <p>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.</p> <p>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.</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. An accessible road and a suitable water supply is required once construction materials are brought on site.</p> <p>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>D103.1 Access Road width with a hydrant. Where a fire hydrant is located on a fire apparatus access</p>	

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					<p>road, the minimum road width shall be 26 feet, exclusive of shoulders.</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 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."</li> </ol>	
5	P001	Note	Mark Zans : LD	Closed	<p>Fire comments #2:  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, 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."</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>503.3 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>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 designs will no longer be accepted due to the hazards created by backing emergency vehicles.)</p>	

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					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.	
6	P001	Note	Mark Zans : LD	Closed	<p>Traffic comments: Informational only Please see below the Traffic / ROW comments for the above subject plat: PLAT – ROADWAY MASTER PLAN</p> <ul style="list-style-type: none"> <li>•□The proposed plat does not impact or alter the existing Transportation Master Plan.</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 and repairs/modifications to driveways, sidewalks, curb, and gutter or any work within utility easements.</li> <li>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.)</li> </ul> <p>(TXDOT ACCESS MANAGEMENT / ROW) For any driveway (access management), blockage, or encroachment on or within the TXDOT's ROW please see below:</p> <ul style="list-style-type: none"> <li>•□The developer / applicant can reach out to TXDOT for further assistance regarding the construction in their ROW.</li> <li>o□Eric Martinez (TXDOT - Area Engineer for CC) -</li> </ul>	

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					<p>Eric Martinez eric.martinez@txdot.gov</p> <ul style="list-style-type: none"> <li>• TXDOT ROW process is the RULIS program (utility tie-ins) <ul style="list-style-type: none"> <li>o David Brink (TXDOT- RULIS) - David Brink david.brink@txdot.gov</li> <li>o Right of Way Utility and Leasing Information System</li> </ul> </li> </ul> <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>TRAFFIC – 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>	