

## 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/District#: MZ / 5

**App Received: 7/20/2022**

**TRC Meeting Date: 7/28/2022**

TRC Comments Sent Date: 8/1/2022						
Revisions Received Date (R1): 8/24/2022						
Staff Response Date (R1): 9-13-22			TRC comments met	PC date set		
Revisions Received Date (R2):						
Staff Response Date (R2):						
Planning Com 9/21/2022						

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.

[illegible]

**Brighton Park Addition No. 2 Block 1 Lot 3R-1 and 3R-2 - Replat**

Located north of Airline and west of Roddfield

[illegible]

Owner: Roddfield Properties Ventures, LLC

Surveyor: Barron Stark Engineers - Will Schoonover wills@barronstark.com

		The applicant proposes to plat the property to build medical building.			

GIS

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Plat closes to acceptable engineering standards. (TSPS Manual of Practice Appendix A, Condition 3; Suburban Traverse Error of Closure)	Noted	Accepted		
2	Plat	The plat title will begin with the subdivision name, followed by the block number then the lot number.	Revised	Accepted		
3	Plat	All blocks are to be labeled on the plat area, preferably using a circled number.	Block Added	Accepted		

## LAND DEVELOPMENT

No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Change name of Dev. Services Eng. to Brett Flint P.E.	Revised	Change name of Dev. Services Eng to Bria A. Whitmire, P.E., CFM, CPM	Conditional comment to be addressed prior to recordation.	
2	Plat	Change name of Planning Commision secretary to Al Raymond AIA	Revised	Accepted		
3	Plat	Change name of PC chairman to Daniel Dibble	Revised	Accepted		
4	Plat	This plat is missing a block number. Place block number within a circle to signify a block number.	Block Added	Accepted		
5	Plat	Change plat title putting subdivision name above lots.	Revised	Accepted		

6	Plat	Provide document number for closing of Airline Street.	Document number added	Accepted		
7	Plat	Provide dimensions for the access to lot 3 thru lot 4. or provide previous plat reference.	Revised	Accepted		
8	Plat	Exempt from development fees, paid on previous plat.	Noted	Accepted		
<b>PLANNING/Environment &amp; Strategic Initiatives (ESI)</b>						
<b>No.</b>	<b>Sheet</b>	<b>Comment</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>
1	Plat	The Bicycle Mobility Plan requires a one-way cycle track on each side of Rodd Field Road. No additional improvements are currently necessary to meet this requirement due to the recent construction of a 12' sidewalk on each side of Rodd Field Road.	Noted	Accepted		
<b>DEVELOPMENT SERVICES ENGINEERING</b>						
<b>Action</b>						
Public Improvements Required?						
Water			Yes, running water and looping for FH			
Fire Hydrants			Yes			
Wastewater			Yes, they are running a 6" sewer through paper Airline Street			
Manhole			Yes			
Stormwater			Yes			
Sidewalks			Yes, on undeveloped paper Airline Rd			Addressed with Airline Road street closure referenced on plat.
Streets			Yes, on undeveloped paper Airline Rd			Addressed with Airline Road street closure referenced on plat.
Refer to UDC Section 3.8.3.D Waivers if applicable.						
<b>Applicant Response on Waiver:</b>						
<b>DEVELOPMENT SERVICES ENGINEERING</b>						
<b>No.</b>	<b>Sheet</b>	<b>Comment</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>
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 per UDC 8.2.8.B.2	Noted / accounted for	Accepted		
2	Water Plan	Is the looped fire line and three fire hydrants required? The building appears to have an internal fire suppression system and the hose lay requirement is 300' in commercial areas.	Noted	Accepted		
3	Water Plan	On the water plan Lot 4 is mislabeled as Lot 3.	Revised	Accepted		
4	Utility Plan	There is an existing 24" wastewater line in the abandoned Airline ROW. Suggest tying into that line rather than extending a line all the way to new Airline Rd.	Design updated to use 24" wastewater connection	Accepted		
5	SSProfile	The city's maintenance obligation for the wastewater line should end at the manhole at Sta. 6+67.58. Beyond that it is considered a service line and an easement is not needed.	Revised	Accepted		
6	SSProfile	Sanitary is misspelled on sheet C5.0	Revised	Accepted		
7	Water Plan	What does the internal storm sewer system tie into ?	Existing 3 x 3 grate Inlet & 36" RCP	Accepted		

	Water 8 Plan	The water service lines from the main to the building don't need to be covered by the easements since they are private from the point of connection to the main.	Revised	Accepted		
	9 SWQMP	Cite the source and rational for selection of rainfall intensity and runoff coefficient values. (MC 14-1002)	NOAA's HDSC: Precip Frequency Data Server	Accepted		
	10 SWQMP	The SWQMP needs to include both lots 3R-2 and 3R-1. Currently only includes lot 3R-1	SWQMP applies to both 3R-1 and 3R-2	Accepted		
	11 SWQMP	Delineate the route of runoff to, and the location of, the ultimate outfall into the receiving waters for runoff from the site. (UDC 8.2.8. Municipal Code 14.1002 and 14.1003)	Revised	Accepted		
	12 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 designs will no longer be accepted due to the hazards created by backing emergency vehicles.)	Noted	Accepted		
<b>UTILITIES ENGINEERING</b>						
<b>No.</b>	<b>Sheet</b>	<b>Comment</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>
1	Plat	Water construction is required for platting (UDC 1.2.1.D & 8.2.6; Water Distribution Standards). Is site pavement asphalt or concrete? Be advised that water mains shall not be installed under private concrete streets.	Proposed paving is concrete. Coordination ongoing with Alex Harmon and Diego Leyva regarding this comments. Variance request anticipated.	Alex/Diego		To be addressed with Public Improvements
2	Plat	Wastewater construction is required for platting (UDC 1.2.1.D & 8.2.7; Wastewater Collection System Standards)	Noted	Accepted		
<b>TRAFFIC ENGINEERING</b>						
<b>No.</b>	<b>Sheet</b>	<b>Comment</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>
1	Infor	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) Rodd Field is an A-3 and it will require a 250' driveway spacing	Driveway spacing is approximately 325' as shown on plans.	Accepted		
<b>FLOODPLAIN</b>						
<b>No.</b>	<b>Sheet</b>	<b>Comment</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>
1	Plat	No comment	Noted	Accepted		
<b>FIRE DEPARTMENT - INFORMATIONAL, REQUIRED PRIOR TO BUILDING PERMIT</b>						
<b>No.</b>	<b>Sheet</b>	<b>Comment</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>	<b>Applicant Response</b>	<b>Staff Resolution</b>
1	Plat	Note: All code reference is based on currently adopted International Fire Code (IFC) 2015 and Corpus Christi Water Distribution Standards.	Noted	Accepted		

2 Plat	Commercial Development shall have a fire flow of 1,500 GPM with 20 psi residual Fire hydrant every 300 feet and operational.	Per City flow testing residential pressure 52 psi. Flow 1,163 GPM With existing 8" line on Rodd Field, these are the numbers provided by the city. Is this sufficient? Can city staff perform retesting to verify accuracy?	While the flow test resulted in 1,163 GPM at 52 psi, there is a calculation to equate that to the GPM at the min 20 psi residual. In this case, there is well over the required 1,500 GPM. That said, this is Accepted.		
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.	Verified	Accepted		
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.	Noted	Accepted		
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	Verified	Accepted		
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.	Verified	Accepted		
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.	Verified	Accepted		
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.	Verified	Accepted		

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.	Verified	Accepted		
10 Plat	Note: An accessible road and a suitable water supply is required once construction materials are brought on site.	Verified	Accepted		
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.	Verified	Accepted		
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.	Verified	Accepted		
13 Plat	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 a resident wants to park a vehicle on the street, the minimum width of the street shall be 32 feet.	Noted	Accepted		
14 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.	Noted	Accepted		
15 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.	Noted	Accepted		
16 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.	Noted	Accepted		
17 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.	Noted	Accepted		
18 Plat	Commercial development of the property will require further Development Services review.	Noted	Accepted		

GAS					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	No comment	Noted	Accepted	

PARKS					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response
1	Plat	No comment	Noted	Accepted	

REGIONAL TRANSPORTATION AUTHORITY					
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response

1	Plat	This replat is located along but not immediately adjacent to any bus stops served by Route 24 Pilot Route 24 Airline/Yorktown Connector and should not adversely impact any CCRTA Services.	Noted	Accepted		
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NAS-CORPUS CHRISTI						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Noted	Accepted		

CORPUS CHRISTI INTERNATIONAL AIRPORT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Noted	Accepted		

AEP-TRANSMISSION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	Barney Davis-Airline East 138kV AEP Transmission will not approve above ground improvements 40ft from centerline.	Noted	Accepted		

AEP-DISTRIBUTION						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Noted	Accepted		

TXDOT						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Noted	Accepted		

NUECES ELECTRIC						
No.	Sheet	Comment	Applicant Response	Staff Resolution	Applicant Response	Staff Resolution
1	Plat	No comment	Noted	Accepted		

#### 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.