

From: [Rob Gordon](#)
To: [Genna Porter](#)
Subject: FW: Engineering Review - Cornerstone Auto
Date: Monday, July 28, 2014 5:35:11 PM
Attachments: [SWP_Version 2.2.pdf](#)
[NPR_approval_acad2004.dwg](#)
[DP_approval_acad2004.dwg](#)
[image003.png](#)

Please upload to protrak (v3) and the X drive. Thanks.

Robert Gordon, PE
Project Engineer
City of Wilmington/Engineering
(910) 341-5856

From: Rob Gordon
Sent: Monday, July 28, 2014 5:23 PM
To: Skybound13@aol.com
Cc: sutton552@yahoo.com; Jeff Walton; Derek Pielech; David Cowell
Subject: Engineering Review - Cornerstone Auto

Engineering has reviewed the plans (version 3) for Cornerstone Industrial Park and have the following comments:

1. I have spoken with the City Engineer regarding the issue of access. It is acceptable to use the existing access easement as opposed to Wetsig Road, but the access easement will have to be improved to provide at least 22 ft of paved surface. This may be in conflict with previous comments. SD 1-14 (private Access easement) is specified for residential use, not a commercial use. With a commercial use, even a small project such as this, there is greater potential for two way movement and use by larger vehicles, thus a wider access is required. It is not typical to see a commercial property without direct r/w access and has to be handled on a case-by-case basis. The minimum 2-way driveway width specified in the technical standards is 23 ft and the minimum drive aisle width is 24 ft. Both of these commercial standard dimensions support the 22' access width requirement.
2. We have read your response regarding access and discussed the issue with our City Attorney's office. Whether or not the stormwater outfall for O'Reilly's is a violation of your easement agreement is a private civil matter. As stated previously, we will not be able to approve a site plan that will create a conflict with a previously approved set of plans. The access/ drainage conflict must be reconciled prior to construction release. Our records indicate that the drainage from the existing site (as well as the proposed) drains across this access easement, so cross-drainage will have to be addressed regardless.
3. Similarly, the layout & extent of the paved offsite access will have to be shown on the plans. The current plan shows gravel abutting the entire 30' frontage of the access easement, but only 16' (22 req'd) of paved surface. If gravel is required along the entire frontage, then the paved access will be required to be taper or flare out as it approaches the property boundary to transition to the gravel.
4. If this is an auto service & repair facility, where will vehicle storage be provided? The initial plan had access to both sides of the facility and storage could have been provided in the

rear. This one does not appear to provide this storage.

5. Please provide both gravel parking & paved access section details. Please make sure the paved access includes crown.
6. Please break down the impervious on the site data table. It is assumed that the 2528 sf of impervious area includes the building and concrete handicap parking & gravel makes up the remaining 5900 sf. Please clarify – it would help explain the difference between the figures in the building lot coverage vs the impervious area, CAMA.
7. At 2528 sf of impervious area, the project is still subject to drainage plan approval. Please complete the attached application and submit a \$200 drainage plan review fee. If you can reduce the impervious figure to less than 2500 sf, then drainage plan review will not be necessary.
8. Similarly, if drainage plan review is required, please place the attached drainage plan (DP) approval stamp on each sheet in the plan set. If the project is able to get below 2500 sf and drainage plan approval is NOT required, then please place the attached Engineering “No Permit Required” (NPR) stamp on each sheet in the plan set.

Please submit revised plans along with any required permit application and fee to Engineering for additional review. These comments will be uploaded to protrak. Please call or email if there are any questions.

Robert Gordon, PE
Project Engineer

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