

Genna Porter

From: Rob Gordon
Sent: Tuesday, December 22, 2015 1:09 PM
To: Matt Lowder ; wade.davis@autozone.com
Cc: Jeff Walton; Genna Porter; David Cowell; Bill McDow; Bret Russell
Subject: Eng review - Autozone
Attachments: DOC122215-12222015135638.pdf

Engineering has reviewed the plans for Autozone and have the following comments:

1. The response to the request for administrative waiver for the driveway is attached.
2. There is a property owner listed on the application. If Autozone is purchasing the property and Oleander West, LLC will not be involved with the project after sale of the property, it would be best to remove them from the application. If appropriate, please remove them from p2 & p6 of the application and resubmit. No additional signatures would be required. If Oleander West will remain the property owner, then the application is completed properly and you may disregard this comment.
3. As designed, the infiltration basin does not meet City technical standards. The proposed system is required to pass the 50-yr storm (6" of freeboard) as well as the 100-yr event (no freeboard req'd). You could either raise the embankment or provide a low wall to increase the surface area to provide more infiltration. Also, as discussed – some of the roof runoff can be directed to the pervious concrete later for treatment. Please revise the system as necessary to meet standards.
4. The stormwater control measure does is not required to be placed in an easement if there is only one owner utilizing the basin.
5. Valley curb is fine for the majority of the site, but it is not sufficient around the perimeter of landscape areas as it does not provide adequate protection from vehicles. Please transition to a vertical curb or other vertical barrier.
6. Your sidewalk detail appears to meet all of our standards, but please require all sidewalk installed meet (your detail) or City SD 3-10, whichever is more stringent.
7. Meters are not typically allowed in the sidewalk. Consideration may be given for the narrow r/w depth. The exact location shall be resolved between the City and CFPUA inspectors in the field. Please add a note to that effect.
8. Note Only - The plan does not provide the required 10' backing stub behind the spaces in front of the store as required by city technical standards. They do, however, provide an at grade walking path and an extra wide drive aisle that would facilitate a backing movement in lieu of the 10' stub. There may be some safety concerns with a pedestrian walkway/backing area conflict, but Engineering will accept the configuration if it is acceptable to the design Engineer and City transportation planning.
9. Note Only – The only predevelopment calculation that is necessary is the 1-yr event. The site is not required to meet attenuation requirements for the other storms. However, predevelopment condition must be assumed as woods in good condition (CN 55 for B soils).
10. Note Only - It is not clear why hydrographs 5 & 6 are being submitted. Hydrographs 1-3 appear to be providing all the information we need. 5 & 6 may be omitted on the next submittal.
11. Note Only – the supplement does not need to be provided within the calc set, it is a form that becomes part of the permit.
12. In addition to comment 3 above, City technical standards require the overflow of an infiltration system be designed to pass the 10-yr storm assuming the basin does not infiltrate. You can simply provide a calc that shows the spillway passes 10-yr post flow (routing neglected) or a separate routing analysis that takes into account the attenuation storage volume.

Please provide revised plans, a complete set of sealed calcs and any revised forms to Engineering for additional review. I will try to turn around the review without having to put the project back through the full review queue, but there will be a delay because of the holidays. Please call or email if there are any questions. Thank you.

Robert Gordon, PE
Plan Review Engineer

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December 22, 2015

Mr. Matt Lowder, PE
Triangle Site Design, PLLC
4006 Barrett Drive, Suite 203
Raleigh, NC27609

Re: Request for Administrative Waiver – Autozone Oleander

Dear Mr. Lowder:

On behalf of the City Engineer, I have reviewed your request for a waiver and rendered the following decision:

Minimum Side Property Line Offset **Granted (Conditional)** **Denied**

Technical Standard: Chapter VII (Traffic Engineering), Section C 2.c. (2): *Driveways for lots along major thoroughfares must at least 75' offset from property lines to the curb line.*

Description: The applicant seeks relief from the minimum property line offset for the primary driveway to serve the proposed retail project off Oleander Drive.

Justification: The proposed project is an infill development with a narrow frontage that would not allow compliance with the standard. The site plan does provide good internal traffic circulation and access for service and emergency vehicles. It does provide an alternate entrance to the rear of the site, but site constraints to prohibit a standard driveway entrance from the rear. Because of the site constraints unique to this site, it is appropriate to allow a driveway entrance along Oleander within 75' of the property line.

Condition: There are constructability concerns and potential conflicts with the sidewalk/driveway configuration proposed. The driveway must be shifted to the East enough to avoid these conflicts. This may require placing additional sidewalk in a public access easement.

Please contact me at rob.gordon@wilmingtonnc.gov if you have any questions.

Sincerely,

Robert D. Gordon, PE
Plan Review Engineer

cc: David Cowell, City Engineer, City of Wilmington
Bret Russell, Construction Manager, City of Wilmington
Bill McDow, Transportation Planning, City of Wilmington
Jeff Walton, Associate Planner, City of Wilmington