

To: Austin Scheib, Hanover Design Services
From: Miranda G. Frantz, Associate Planner; 910-772-4133
CC: File;
Date: 3/25/2024
Re: Fales Landing

The following is a list of comments for review from planning regarding the project. Please provide your corrections as listed below. A staff summary of comments:

Staff	Department	Notes
Miranda Frantz	Planning, Plan Review	Comments below
Trent Butler	Engineering	Comments below
Robert Bentfield	Fire	Comments below
Randall Glazier	Traffic Engineering	Comments attached
Bill McDow	Transportation	Comments attached
Sally Thigpen	Urban Forestry	Comments below
Anna Reh-Gingerich	Stormwater	Comments attached

Miranda Frantz - Planning

- Please provide documentation verifying legal access to existing private streets (Cabbage Inlet and Oyster Bay lanes).
- Sidewalks will be required along all public road frontages.
- Provide lot widths.
- Please provide clarification on the purpose of the easement to lot 5.
- Clarify that paved portion of easement is not included in remaining lot area.
- 10% open space is required. Please show dedicated open space per Sec. 18-664.
 - At least one-half of the total land dedicated must be outside of wetland areas under the jurisdiction of the federal and state regulatory agencies and usable for active recreation.
 - Areas set aside to meet the requirements of the conservation resource regulations can only be credited for one-half of the area required for passive recreation.
- Any significant or specimen trees to be removed will required mitigation and/or BOA approval for removal.
 - Clarify any “Pine” species proposed for removal as some may be specimen trees.
- Sec. 18-538: After approval of a preliminary plan, in consultation with the city engineer, preparation and final design of construction plans for the installation of the improvements shall be required. Concurrently, a sedimentation and erosion control permit from New Hanover County shall be obtained.
- Upon satisfactory completion of construction plans, the city shall issue a construction permit for the installation of required improvements in accordance with the approved preliminary plan and the design standards specified in this article. Unless a surety is offered in accordance with Section 18-595: Subdivision improvements, approval by the

city engineer of installation of all required improvements prior to the submission of a final plat shall be required.

Trent Butler – Engineering

- No more than four residential units shall use a private access easement as a sole means of access. This includes any potential accessory dwelling units. (City Standard Detail - Private Access Easement, SD 1-14).
- When a lot or lots within a subdivision abut an existing public street, highway, or thoroughfare, the developer shall be responsible for the installation and improvement of the portion of the right-of-way adjacent to the subdivision or development (City LDC, Sect. 18-495, B, 1). The section of Seabreeze Blvd. adjacent to this development should be improved to minor street standards. City Technical Standards require 16 feet of asphalt, curb and gutter, and sidewalk on the abutting side for a minor street.
- The TRC has the ability to exempt sidewalk installation in specific cases to avoid impacting wetlands (City Land Development Code, Sect. 18-494, C, 2). There is a ditch along the frontage of Seabreeze Blvd/Benton Ave that appears to run directly to 404 wetlands. Please provide a letter justifying why sidewalk along Seabreeze Blvd/Benton Ave should not be built.
- Please provide a letter justifying why Seabreeze Blvd should not be paved and have curb and gutter installed.
- Provide spot elevations for the proposed sidewalk along Masonboro Sound Road.
- Please label the sidewalk easement as “proposed public pedestrian access easement”.
- Engineering approval is dependent upon access rights being granted to this development for use of the private streets. Verify access rights have been granted for use of the private streets (Cabbage Inlet Ln & Oyster Bay Ln).
- The existing gravel driveway on Masonboro Sound Rd should be removed. The existing driveway does not meet current City standards and does not meet the minimum 6.5 foot property line offset (City Code, 18-347, A, 1).
- Revise the stormwater permit application form, Sect. IV, #8 for the area of pervious pavement. This line item should be the “total pervious pavement area / adjusted area with credit applied”. Based on the site data table, this line item should read: “11418 / 0”
- Revise the stormwater permit application form, Sect. IV, #12 for the pervious pavement offsite (“1182 / 0”).
- Revise the pervious pavement cross section detail for the SE access drive. Specify a separate detail for the access drive for Lot #6 and specify the proposed width.
- Provide a separate detail for the SE access drive for Lot #7.
- Provide the proposed culvert material and size for the Lot #5 access drive.

Robert Bentfield – Fire

- Please call out hydrants within 500’ of all building(s) or parcels by road. (On Oyster Bay Ln. for Lot #6 and #7)
- Fire apparatus access road is greater than 150’. An approved fire apparatus turnaround must be provided.

Sally Thigpen – Urban Forestry

- Include mitigation calculations

BASE INFORMATION:

- When a lot or lots within a subdivision abut an existing public street, highway, or thoroughfare, the developer shall be responsible for the installation and improvement of the portion of the right-of-way adjacent to the subdivision or development. Right-of-way improvements shall be to the standards outlined in the Technical Standards and Specifications Manual. [[Sec. 18-494 and Sec. 18-495 CofW Updated LDC](#)]

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):

1. Dimension driveway widths and tapers. Show on sight plan.
2. Building numbers shall be posted in a conspicuous place so that it may be plainly seen and observed from the street. Show location on plan. [[CofW LDC Section 18-372](#)]
3. Show and apply the City's 20'x70' sight distance triangle at each driveway and the City's 46'x46' sight distance triangle at each street corner intersection on the site plan and landscaping plan. [[Sec. 18-667 CofW Updated LDC](#)].
 - Show for Lot 5 driveway

Add a note on site and landscaping plan sheets 'No parking spaces, fences, walls, posts, lights, shrubs, trees, or other type of obstructions not specifically exempted shall be permitted in the space between 30 inches and above ground and 10 feet above ground level within a triangular sight distance [[Sec. 18-667 Figure 18-667 CofW Updated LDC: Vision clearance](#)].

Add and/or update Notes as below.

GENERAL NOTES TO ADD TO THE PLAN:

- A. It shall be the duty of the owner, agent, or occupant of any building to properly display a building number that has been assigned by the city manager. The number shall be displayed in a conspicuous place so that it may be plainly seen and observed from the street.
- B. Street trees must be located a minimum of 15 feet from streetlights. [[CofW SD 15-17](#)]
- C. Any required installation or relocation of traffic signs/pavement markings is the responsibility of the project developer. Please coordinate with City Traffic Signs and pavement markings Manager/Supervisor prior to installation/relocation of any traffic signs or markings in existing or proposed public ROW.
- D. All pavement markings in public rights-of-way and for driveways are to be thermoplastic and meet City and/or NCDOT standards. [[Detail SD 11-03 and SD 15-13 CofW Tech Stds](#)]
- E. All signs and pavement markings in areas open to public traffic are to meet MUTCD (Manual on Uniform Traffic Control Devices) standards. [[Detail SD 15-13 CofW Tech Stds](#)]
- F. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- G. It shall be the responsibility of the subdivider to install all traffic control devices, pavement markings, and street name signs associated with the subdivision in accordance with the Technical Standards and Specifications Manual. Contact Traffic Engineering at 341-7888 to discuss installation of traffic and street name signs. Proposed street names must be approved prior to installation of street name signs.
- H. Any broken or missing sidewalk panels and curbing will be replaced.
- I. Contact 811 prior to contacting City of Wilmington, Traffic Engineering regarding the utilities in ROW.
- J. Contact Traffic Engineering at (910) 341-7888 to discuss street lighting options.
- K. No parking spaces, fences, walls, posts, lights, shrubs, trees, or other type of obstructions not specifically exempted shall be permitted in the space between 30 inches and above ground and 10 feet

above ground level within a triangular sight distance [[Sec. 18-667 Figure 18-667 CofW Updated LDC: Vision clearance](#)].

Please let me know if you have any questions or if I can be of further assistance.

Project Name: **FALES LANDING SUBDIVISION**
TRC Date: **03.28.2024**
Reviewer Name: **BILL McDow**
Reviewer Department/Division: **PDT/Transportation Planning**

TECHNICAL STANDARDS:

- 1. The site has proposed a 7 Unit residential project at 8055 Masonboro Sound Road.
- 2. Provide the ITE Estimated Trip Generation Numbers for this project: (Single Family Detached Housing), for the AM Peak Hour, PM Peak Hour and 24 Hour Daily Total:

Land Use (ITE Code)	Intensity	24 Hour Volumes	AM Peak Hour Trips		PM Peak Hour Trips	
			Enter	Exit	Enter	Exit
Single - Family Detached Housing (210)	7 DU	66	1	4	4	3

Project: Fales Landing Subdivision
TRC Meeting Date: 10/20/2022; 4/6/2023; 3/28/24
Reviewer: Anna Reh-Gingerich
Department: Stormwater Services

To Whom It May Concern:

The Fales Landing Sub project falls within the Whiskey Creek Watershed, which is listed on the regulatory 303(d) list as impaired due to pollution from stormwater runoff. Any additional infiltration on-site would help reduce the amount of stormwater runoff and pollution that could enter Whiskey Creek and contribute to the current shellfish harvest closures.

My comments (*carried over from previous Pre-TRCs - no new comments*):

1. I know this is early in the process, but I would like to encourage that any future development considers LID practices to help reduce the amount of stormwater runoff being generated and leaving the sites. Please refer to this Smart Yards booklet for lots of examples of proactive stormwater measures, including rain gardens, pervious pavement, and rainwater harvesting: <https://www.wilmingtonnc.gov/home/showpublisheddocument?id=5288>
2. Incorporate native plants wherever possible in future landscaping plans. Native plants require less maintenance (fertilizers, pesticides, water, etc.) than non-native plants to grow successfully since they are already acclimated to local conditions. Many resources are available in the [Learning Library](#).
3. Properties that go above and beyond to incorporate green infrastructure are eligible to apply to the Lower Cape Fear Stewardship Development Coalition Awards: <http://www.stewardshipdev.org/>
4. Additionally, stormwater fee credits up to 40% may be available to incentivize innovative stormwater management. Contact Fred Royal (Frederic.royal@wilmingtonnc.gov) for more information.

Thank you for the opportunity to review! Please do not hesitate to reach out to me if you have any other questions or would like to explore other ways to incorporate green infrastructure into the project.

Thank you,

Anna Reh-Gingerich

Watershed Coordinator - Heal Our Waterways
Program

City of Wilmington Stormwater Services

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