

To: Dan Fisk, Paramounte Engineering
From: Brian Chambers, Senior Planner; 910.342.2782
CC: File;
Date: 8/5/2020
Re: Galleria Streets & Utilities (Site Plan) TRC Rev. 3

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
Brian Chambers	Planning, Plan Review	Comments below
Rich Christensen	Engineering	Comments attached
Chris Walker	Fire	No comments
Mitesh Baxi	Traffic Engineering	Comments attached
Bill McDow	Transportation	Comments attached

Planning Review

Brian Chambers, brian.chambers@wilmingtonnc.gov, 910.342.2782

Comments:

- CAMA land classification is Watershed Resource Protection. Exceptional design will be required if impervious coverage exceeds 25%. Maximum coverage is 75%. Please remove general note #13 on Sheet C-2.0. State stormwater permit does not provide vested right for exceptional design. Note: Proposed streets do not currently trigger exceptional design, exceptional design standards will be applied during site plan review through build-out. This comment was provided in advance to provide notice that this will need to be addressed during site plan development.
- Provide existing and proposed impervious coverage. *Previous comment.*
- Show tree inventory and proposed tree removal along with the proposed improvements (same sheet). *Previous comment.*
- Removal of protected trees is only permitted when associated with an essential site improvement. Any protected trees located outside of these improvements must be retained/protected. *Previous comment.*
- Sidewalk and street trees are required along Wrightsville Avenue. Remove general note #12. *Previous comment.*
- Street trees are required at the rate of one (1) tree per thirty (30) feet of frontage. *Previous comment.*
- Remove utility agreement note from Sheet C-5.0.

Engineering has reviewed the plans for the Galleria Streets & Utilities project submitted July 10, 2020 and have the following comments:

1. The \$1,000 review fee still needs to be submitted.
2. SW Application:
 - a. IV. Project Information: #2: The total property area should equal the square footage of the site area (13.88 acres) instead of the drainage area of the pond?
 - b. IV. Project Information: #5: Same as previous comment.
 - c. IV. Project Information: #10: Total Onsite Impervious Surface should equal the square footage of 13.88 acres as well.
 - d. IV. Project Information: #12: All improvements made outside of the property boundary must be accounted for in this section.
 - e. IV. Project Information: #13: Revise this line item.
 - f. IV. Project Information: #14: Clarify if the pond drainage area has both onsite and offsite drainage areas.
 - g. IV. Project Information: #15: If there is offsite impervious draining to the pond, this line item must be completed.
3. Pre/post calculations for the 2, 10 and 25-year design storms will be required to satisfy the City's water quantity requirements. Pre/post will only be required for the amount of impervious surface being created that exceeds the amount of impervious surface that currently exists (387,000sf).
4. Curb inlets shall be located such that the gutter flow spread does not exceed eight (8) feet or 1/3 of the street width, whichever is less. Provide gutter flow spread calculations using an intensity of 4 in/hr.
5. Verify if deed restrictions will be needed to cover impervious allocations for the newly created parcels.
6. Verify that the emergency outlet or over flow is designed to the following parameters:
 - I. Sized to pass the 100-year storm event;
 - II. It shall have appropriately designed stabilization material from the top of the spillway down to natural grade.
7. Plan set: Since the city will issue a stormwater permit for the project, please replace the "No Permit Required" approval stamps with the 'Stormwater Management Plan Approval' stamp.
8. C-2.1: Section 18-530 (Driveways) a (3): When the use of any driveway has been permanently discontinued, the property owner of that driveway shall, at his expense, replace all necessary curbs, gutters, aprons, sidewalks, and appurtenances thereto, within sixty (60) days of receipt of a written notice from the city engineer. ED5 and ED6 appear to be permanently discontinued and shall be closed.
9. C-2.2: Trees located outside of the proposed private rights-of-way do not appear to require removal. Please provide reasoning for removal or revise the tree removal plan to keep them.
10. C-2.3: Add cross slopes for the sidewalk and plaza strips to the typical street sections.
11. C-4.0: Show the 10' maintenance access and 5' landscape zone around the perimeter of the pond per the technical standards.
12. C-4.1: Please provide a drainage area map that shows the entirety of the drainage area for the pond.
13. L-1.0: Verify that street trees are no closer than 10 feet from inlets and 15 feet from street lights.

DATE: 07.15.2020

TO: ProTrak

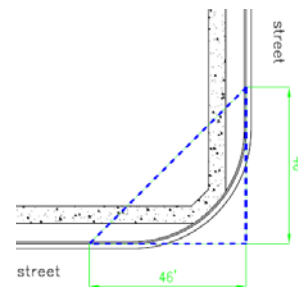
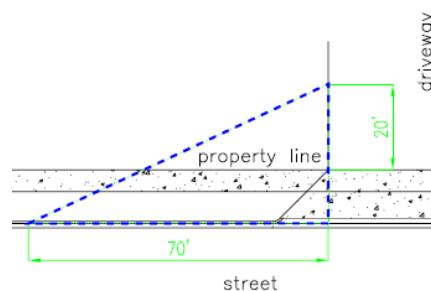
FROM: Mitesh Baxi
Traffic Engineering

910 341-3258
910 341-7801 fax
www.wilmingtonnc.gov
Dial 711 TTY/Voice

GALLERIA STREETS & UTILITIES [Subdivision Plan Review #3]

TECHNICAL STANDARDS:

1. Provide a signage and pavement marking plan for the proposed ROWs intersections with Wrightsville Ave. [MUTCD] Label all the signs appropriately.
<https://www.wilmingtonnc.gov/home/showdocument?id=3940>
2. Provide an additional dimension for the Pork Chop Island and right only egress lane of Road B at access point #3.
3. Provide reasoning for discontinued median mid-way before the property line and extended as painted island. This design is not safe as it creates a storage area for vehicular traffic to wait to get into an ingress or egress lane. Consider a mountable (traversable) median if some vehicles must travel over that area. Provide a separate section for that area.
4. Install an ADA ramp at corner of all street and street type driveways per NCDOT and/or City standards. Connect sidewalk with ramp. [Chapter II (E) (6) of CofWTSSM]. Show the graphics wherever missing at all the access points.
5. Differentiate between the graphics for asphalt and concrete at access point #1.
6. SIGHT DISTANCE TRIANGLE FOR ANY STREET/DRIVEWAY INTERSECTIONS WITH THOROUGHFARES Wrightsville Ave is a major thoroughfare [Chap VII (C) (2) (a) of CofW Tech Stds]. In accordance with the City Code, sight distances along thoroughfares must be calculated in compliance with the AASHTO requirements. [Chap VII (C) (1) (8) Page 7-12 of CofW Tech Stds] [Sec.18-556 CofW LDC]. Show AASHTO departure SDT for all the access points intersecting thoroughfare on Site and landscape plans.
7. 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.18-529(c) (3) CofW LDC] [Sec. 18-812 CofW LDC]. Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [Sec.18-556 CofW LDC]



GENERAL NOTES TO ADD TO THE PLAN:

- A. Street trees must be located a minimum of 15 feet from street lights. [CofW SD 15-17]
- B. Contact 811 prior to contacting City of Wilmington, Traffic Engineering regarding the utilities in ROW.
- C. Contact Traffic Engineering at (910) 341-7888 to discuss street lighting options.

Please let me know if you have any questions.



Planning, Development and Transportation

Transportation Planning
305 Chestnut Street
PO Box 1810
Wilmington, NC 28402-1810

910 341-3258
910 341-7801 fax
www.wilmingtonnc.gov
Dial 711 TTY/Voice

DATE: 07.21.2020
TO: ProTrak
FROM: Bill McDow
Transportation Planning

■ GALLERIA ROW AND UTILITIES [SRB Plan Review #2]

↻ Initial Review Note ↻

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.

BASE INFORMATION:

- The project’s October 2019 SRB and May 2020 SRB meetings were not held, therefore, previous comments on variances remain in effect and will require approval prior to approval for use in this plan.
- As previously stated, please show existing and proposed lane and roadway configurations for Wrightsville Avenue, Jones Road, and Site Access points. Proposals for left turn lanes, right turn lanes and Wrightsville Avenue lane configurations must be shown on the plan to help determine proper ingress and egress requirements for the site.

TRAFFIC IMPACT:

- ❖ The Approved Galleria Mixed-Use Development TIA requires infrastructure improvements for this project, including Site Access Cross Sections, (ingress and egress lanes), Stem Lengths on Approved Access points, Turn Lane Locations, Turn Lane Configurations, and Roadway Improvements for Jones Road, Southerland Avenue and Wrightsville Avenue.
- ❖ The TIA improvements have not been shown on the SRB Plan, including Roadway Improvements for Wrightsville Avenue, Jones Road, and Southerland Avenue.

TECHNICAL STANDARDS – NEW ROADS:

1. The proposed Road A, (section A2) 57’ ROW does not meet the minimum ROW for a commercial street, which requires a 60’ ROW and 33’ pavement width. [Page 7-4, Table 1, CofWilm Technical Standards] A variance may be requested.
2. Road B, between Road C and Road A, does not meet the minimum 400’ distance between centerlines of intersections. [Page 7-5, Table 2, CofWilm Technical Standards] A variance may be requested.

3. The proposed Road B, (57' ROW), does not meet the minimum ROW for a commercial street, which requires a 60' ROW, 2' curb and gutter and 33' pavement width. [Page 7-4, Table 1, CofWilm Technical Standards] A variance may be requested.
4. Road D appears to be a dead-end street without a turnaround. Vehicles must ingress and egress the ROW in the forward direction. Please revise Road D to connect to another street or to become a cul-de-sac.
5. The proposed Road C does not meet the minimum ROW for a commercial street, which requires a 60' ROW, 2' curb and gutter and 33' pavement width. [Page 7-4, Table 1, CofWilm Technical Standards] A variance may be requested.
6. The proposed Road D do not meet the ROW for a commercial Street, which requires 60' ROW, 33' pavement width, and 2' curb and gutter. [Page 7-4, Table 1, CofWilm Technical Standards]
7. The Street Cross Section for Road B and Wrightsville Avenue does not meet the requirements for a three-lane cross section with one ingress lane and two egress lanes. Please revise.
8. Road B is a Collector Street, which connects to Wrightsville Avenue, (a Major Thoroughfare) and collects traffic from the Airlie at Wrightsville Neighborhood and future traffic from the Parcels A thru F. Revise the proposed Centerline geometry for Road B to meet minimum R200' for Collector street standards. [7-5 CofW Tech Stds]
9. The site plans have proposed for the streets to be designated as private streets. A public street shall be required to serve any multi-family development, which contain more than 50 units or has any principal structure 500 feet away from any existing public streets. [7-6 CofW Tech Stds] A variance may be requested.
10. The minimum median width for a collector street is 13'. [page 7-7, #13 CofW Tech Stds] A variance may be requested.
11. The minimum street corner radii is 35. [7-5 CofW Tech Stds] A variance may be requested.
12. Road D connects to Pergola Terrace, which has limited gated access. Please provide a turnaround for vehicles at this gated entrance.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

13. The site has proposed a driveway apron at Access Point #1. This driveway does not have a street or driveway attached. Driveway aprons that are not in use or permanently closed must restore the curb and gutter area with the ROW area.
14. Where multiple Driveways are allowed for lots along major thoroughfares, they must have a minimum of 250' between driveways as measured along the curb line. [page 7-14, #3 CofW Tech Stds] A variance may be requested.

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

15. Please clarify whether Road D has sidewalk along the west side of the ROW, from Wrightsville Avenue to its end.

TECHNICAL STANDARDS – PARKING:

16. Please provide the length of the design vehicle used for the turning movement analysis for sheet EXH- 2.0. The City of Wilmington Fire Department uses a 48.1' Fire Engine Template.

MISCELLANEOUS:

- ❖ We will reserve comments on the parking lot, driveway geometry and other technical issues until a full construction drawing is submitted.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.