

To: Dan Fisk, Paramounte Engineering
From: Brian Chambers, Senior Planner; 910.342.2782
CC: File;
Date: 10/20/2020
Re: Galleria Streets & Utilities (Site Plan) TRC Rev. 4

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:

- Remove General Note #11
 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.
- Identify size and species of trees being removed for pond improvements. Identify tree removal symbols near pond with no trees underneath, what trees are being removed here?
- Identify size and species for *all* trees along Wrightsville Avenue. Provide justification for removal of trees along Wrightsville Avenue. Sidewalk can be relocated to avoid tree removal.
- Protected trees can only be removed for essential site improvements. There are a couple trees outside of this area that are proposed for removal, on outside of sidewalk locations.
- Provide list of significant trees being removed and include mitigation calculation. Identify tree mitigation measures that will be employed.
- Remove utility note from Sheet C-5.0.

Engineering has reviewed the plans for the Galleria Streets & Utilities project submitted October 2, 2020 and have the following comments:

1. SW Application: IV. Project Information: #14: Enter both the on-site and offsite pond drainage areas that equal the total pond drainage area of 675,180sf.
2. Pond Routing: Provide a pond routing analysis for the 2, 10, 25, 50 and 100-year with the pond fully functioning at full build-out and the 50 and 100-year at full build-out with the principle spillway obstructed. I would like to see how the pond operates with the entire drainage area and 100% impervious area flowing to the pond. The emergency spillway must be able to pass the 100-year at full build out.
3. Sheet C-6.2 needs the 'Stormwater Management Plan Approval' stamp.
4. C-2.3A: Remove Note #2 under General Onsite Transportation Notes. The City does not delegate vested rights for driveways nor does the City wish to have NCDOT "vested rights" language on City approved plans.
5. C-4.0:
 - a. Remove the three (3) stormwater notes. The City does not have the authority to regulate State SW permits.
 - b. Does the stormwater permit boundary encompass the 15.5-acre drainage area or the 13.88-acre drainage area? Please show and label the 15.5-acre drainage area if it is not shown.
6. C-5.1: Will the water main be installed by directional drill or open cut? Specify the method of installation.
7. C-6.3/C-6.4: Remove all CFPUA standard details. The City does not sign or approve CFPUA details. Any details needed for installation of utilities in the public r/w should reference city details.

DATE: 10.15.2020

TO: ProTrak

FROM: Mitesh Baxi
Traffic Engineering

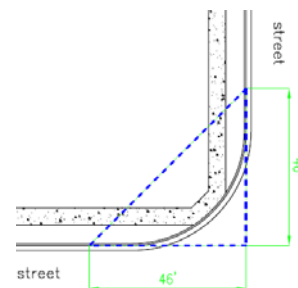
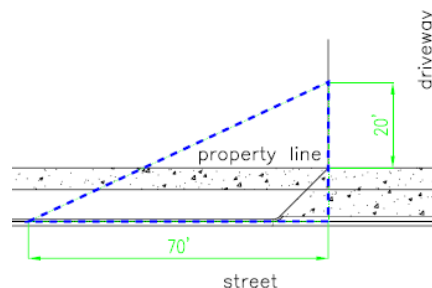
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■ **GALLERIA STREETS & UTILITIES [Subdivision Plan Review #4]**

- Accurately show the existing lane configuration on all the sheets for Wrightsville Ave.

TECHNICAL STANDARDS:

1. Provide the width of right turn lane into site off Wrightsville Ave.
2. If access to Road A is provided to accommodate future roundabout, based on the proposed inscribed diameter of the roundabout, this intersection is subject to be reviewed and revised to follow [NCDOT/FHWA](#) roundabout design guidelines.
3. Consider providing a pedestrian refuge island at the median of 'Site drive 2'. [MUTCD/AASHTO]
4. Provide the reasoning for not providing a raised island at the right-in, right-out, left-in to site drive #3 Road B.
5. 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.
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. For driveways intersecting major thoroughfare show 20'x70' in addition to AASHTO sight triangles.
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].



8. Show the stopping sight distance for mid-block crosswalk at the ingress of 'Site drive #2'.

PROVIDE A SIGNAGE AND PAVEMENT MARKING PLAN:

9. Provide high visibility pavement markings for the crosswalk at the roundabout approach from Road A to Wrightsville Ave. [MUTCD, NCDOT, City standards]
10. 'Right only' traffic regulatory sign shall be installed at the right-out site accesses off Wrightsville Ave.
11. Please coordinate with City Traffic Signs and markings Manager and/or Supervisor prior to any improvement on public ROW.

OFFSITE IMPROVEMENT:

12. Subject to approval from NCDOT.
13. Clarify the label at Site drive 1 'Right in/Right out' on Sheet C-7.0. It is not designed to restrict left-out or left-in. Please revise the design accordingly.
14. Show the right turn arrow spacing prior to 'Site drive #2' as per NCDOT requirement.
15. Improvement shows the removal of bicycle lane for the section of storage area for site drive 3. Clarify the location where this lane will be resumed.
16. Please coordinate with City Traffic Signs and markings Manager and/or Supervisor prior to any improvement on public ROW.
17. Show the dimensions and type of pavement markings for all the deceleration and taper as per TIA.

CITY STREET LIGHTING POLICY:

- Wrightsville Ave is a major thoroughfare and a state-maintained street. Street lighting for this section of the street must meet the NCDOT standards. Streetlight must be installed at each intersections of private ROW Street and Wrightsville Ave. Options are.
 - a. Relocate the existing streetlights off Wrightsville Ave to meet NCDOT standards. This may require an additional streetlight to meet the spacing.
 - b. Remove the existing overhead Duke Energy services to propose the underground services with the streetlight's installation.
- Streetlights serving Wrightsville Ave must be installed within the Wrightsville Ave ROW.
- Developers shall bear any installation costs associated with streetlights, if applicable. In areas served from underground facilities, the developers shall pay the one-time underground contribution charge, if applicable.
- Coordinate with Duke Energy and provide the streetlight plan to City.

GENERAL NOTES TO ADD TO THE PLAN:

- A. It shall be the responsibility of the subdivider to erect official street name signs at all intersections associated with the subdivision in accordance with the Technical Standards and Specifications Manual. The subdivider may acquire and erect official street name signs or may choose to contract with the city to install the street signs and the subdivider shall pay the cost of such installation. 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.
- B. Street trees must be located a minimum of 15 feet from streetlights. [\[CofW SD 15-17\]](#)
- C. Contact 811 prior to contacting City of Wilmington, Traffic Engineering regarding the utilities in ROW.
- D. Contact Traffic Engineering at (910) 341-7888 to discuss street lighting options.

Please let me know if you have any questions.

Project Name: **THE GALLERIA ROADWAY SRB PLAN**

Pre-TRC Review Date: **07.16.2020**

Reviewer Name: **BILL McDow**

Reviewer Department/Division: **PDT/Transportation Planning**

BASE INFORMATION:

- The approved Galleria TIA does not list phases for this development. If changes are made to the proposed site driveways and/or land use, the current trip distribution may need to be modified and the TIA approval will become null and void. The revised TIA will be required to be submitted for review by the NCDOT, WMPO, and City of Wilmington.
- The project's October 2019 SRB and May 2020 SRB meetings were not held, therefore, previous comments on variances will require approval prior to approval for use in this plan. The proposed plan may resubmit these variances or contact the City Engineer to request the previous requests be approved.
- 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 site plan.

TRAFFIC IMPACT:

1. The Project has requested that the current TIA be divided into phases and changes to the required TIA improvements. and the. The project must contact the WMPO and update the Galleria TIA. Please contact Kayla Grubb, EI at (910) 772-4170, Kayla.grubb@wilmingtonnc.gov to discuss the changes to the scope of the TIA, proposed phasing changes to the approved TIA and changes to the TIA improvements.
2. The Site Plans show a proposed Site driveway 4. The Approved TIA for the site has 3 approved driveways along Wrightsville Avenue. The increase in driveways is a change to the Approved TIA, therefore, the applicant must request a modification to the approved TIA scope from the WMPO and NCDOT. Please remove this driveway, until it has been approved in a modified TIA for this project.
3. The Project does not appear to be installing the Wrightsville Avenue improvements for the Galleria TIA, including additional travel lanes, Left and Right turn lanes and the roundabout. Please show these improvements on the site plan.

TECHNICAL STANDARDS:

4. The project is required to build development streets to meet Public Street Standards.
5. The proposed Road Section C 61' ROW is incorrect and does not meet minimum ROW for a commercial street of 60' ROW, 33' pavement width and 6' plaza. It shows 15' plaza areas, and 17' pavement width. [Page 7-4, Table 2, CofWilm Technical Standards]
6. The proposed 57' ROW street sections, (Section A2 and Section B), (Road A, and Road B) are commercial streets that must be designed to collector street standards. These streets do not meet the minimum dimensions for the commercial street cross section and minimum horizontal centerline radius of 200' for collector streets. A variance may be requested for these minimum standards. [Page 7-5, Table 2, CofWilm Tech.Standards]
7. The proposed 73' street section, A1, does not meet minimum standards for sloped curb, and plaza width. A variance may be requested. [Page 7-4, Table 1, CofWilm Tech. Standards]

8. The intersections of Road A and Road B are less than (closer to the Wrightsville Avenue and Road A intersection), the minimum 400' distance. A variance may be requested. [\[Page 7-5, Table 2, CofWilm Technical Standards\]](#)
9. The minimum storage length for the left turn lane for Road A unto Wrightsville Avenue are less than the required 200' Left Turn lane in the Galleria Mixed- Use TIA Approval. Please Revise.
10. The proposed Road D 43' ROW does not meet the minimum ROW for a commercial street, which requires a 60' ROW for a non-residential Collector Street and sidewalk along both sides of the street. Road D may request a variance to the ROW width, Street Cross Section, Sidewalk along one side of the street, Plaza Width and curb type. [\[Page 7-4, Table 1, CofWilm Technical Standards\]](#)
11. The proposed Road B and Road D streets are shown with a single ingress lane and egress lane configuration, which does not meet the approved Galleria Mixed Use TIA plan. Changes to the TIA plan may require an update to the TIA. If the site plan is approved with the single ingress and egress lane and widened in the future to more ingress lanes or egress lanes, the plan may be subject to additional SRB approval.
12. The existing sidewalk along Wrightsville Avenue, appears to be missing from the proposed site plans. Please show the sidewalk on the Western side of Road D and Eastern Side of Road B.
13. The proposed Road D does not appear to be a Thorough Street. All site traffic must enter and exit public ROWs in the forward direction. Please show how site traffic will turn around on Road D or access another driveway or street to exit the site in the forward direction.
14. Please move the pedestrian cross walk on Road A to the Stop Bar. The Stop Bar must be a minimum of 4' behind the marked crosswalk. For Roundabouts, the cross walk may be placed behind the splitter island and yield line.

Please let me know if you have any questions regarding the comments.