

To: Dan Fisk, Paramounte Engineering
From: Brian Chambers, Senior Planner; 910.342.2782
CC: File;
Date: 11/20/2020
Re: Galleria Streets & Utilities (Site Plan) TRC Rev. 54

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:

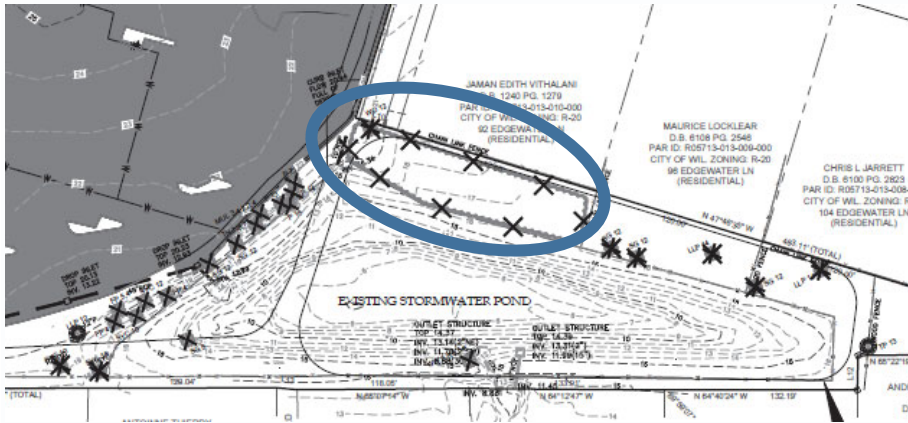
Staff	Department	Notes
Brian Chambers	Planning, Plan Review	Comments below
Rich Christensen	Engineering	No comments
Chris Walker	Fire	No comments
Mitesh Baxi	Traffic Engineering	Comments attached
Bill McDow	Transportation	Comments attached

Planning Review

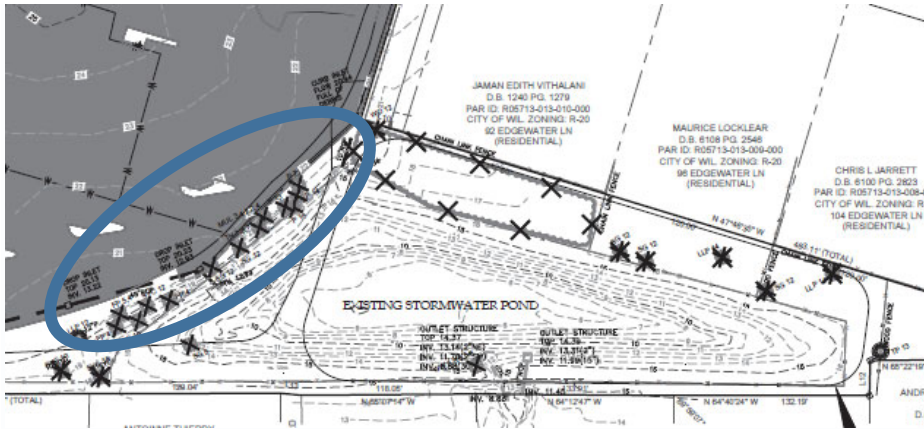
Brian Chambers, brian.chambers@wilmingtonnc.gov, 910.342.2782

Comments:

- Remove General Note #11
- Identify the symbols (X) north of pond. There are tree removal symbols but there are no trees identified.



- Protected trees located to the west of the pond cannot be removed unless there is an essential site improvement. No improvements are identified for this area.



- Trees along Wrightsville Avenue cannot be removed. Sidewalk is already in place, there is no justification for removal.
- The Mulberry, Tree of Heaven, and Flowering Pear trees would be significant at 8 inches. These trees do not require mitigation.
- Remove utility note from Sheet C-5.0.
- Staff recommends 3 to 4 different species for street trees as opposed to one species for all of the street trees proposed.

DATE: 11.18.2020
TO: ProTrak
FROM: Mitesh Baxi
Traffic Engineering

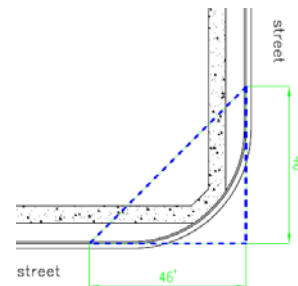
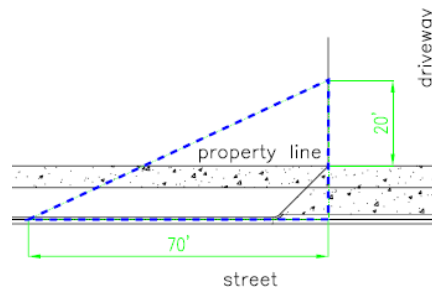
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■ **GALLERIA STREETS & UTILITIES [Subdivision Plan Review #5]**

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

TECHNICAL STANDARDS:

1. A detectable warning domes must be installed for the pedestrian refuge island of 'Site drive 2'. [MUTCD/AASHTO]
2. **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. Show these on Site and landscape plans. For driveways intersecting major thoroughfare show 20'x70' in addition to AASHTO sight triangles.
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.18-529(c) (3) CofW LDC] [Sec. 18-812 CofW LDC].



SIGNAGE AND PAVEMENT MARKING PLAN:

1. A pedestrian crossing warning signage at the intersection of Road A and Wrightsville Ave Rd is not required and must not be installed.
2. *Recommendation:* A pedestrian crossing warning signage is not required at all the intersections with the stop condition (installed with stop signage).
3. *Recommendation:* The decision to install multi-way stop control should be based on an engineering study. A stop sign may not be required for Road A at the intersection of Road B. [MUTCD]
4. *Recommendation:* A stop signage may be installed instead of pedestrian crossing warning signage at the intersection of Pergola Terrace and Road B.

OFFSITE IMPROVEMENT:

- Please clarify if site drive 2 access radii are designed based on future roundabout. If it is,
1. Provide full roundabout design. Traffic signage/pavement markings, lane width, splitter island length/nose design, and other elements may need revision based on the inscribed diameter of the roundabout.
 2. If not, provide a reasoning for designing same street corner with various radii.

CITY STREET LIGHTING POLICY:

- Provide the streetlight plan for all the streetlights on Wrightsville Ave public ROW.
- Specify if a streetlight will be relocated/newly installed.

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 STREETS AND UTILITIES**

TRC Review Date: **11.16.2020**

Reviewer Name: **BILL McDow**

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

BASE INFORMATION:

- The WMPO has not received an additional TIA, therefore the approved Galleria TIA is still in effect. 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 Galleria TIA approval included TIA Improvements on Wrightsville Avenue for left turn lanes, right turn lanes and a single lane roundabout. These improvements are part of the Wrightsville Avenue lane configurations for the Galleria and must be shown on the site plan.

TRAFFIC IMPACT:

1. The Site Plans show a proposed Site driveway 4. The Galleria TIA has 3 approved driveways along Wrightsville Avenue. The increase in driveways is a change to the Approved Galleria TIA. Please remove site driveway 4, until it has been approved in a modified TIA.
2. Show the TIA Improvements for the Wrightsville Avenue Frontage.
 - Convert the three lane roadway configuration into a median divided segment.
3. Show the TIA improvements for Site Drive 1 at SR 2782 (Wrightsville Avenue) (RIRO)
 - Continue the eastbound receiving lane from Military Cutoff Road as a shared thru/right lane through this intersection.
 - Provide an internal protective stem of 100 feet.
4. Show the TIA Improvements for Site Drive 2 / Jones Road (City Street) at SR 2782 (Wrightsville Avenue) (existing stop-controlled full movement intersection; proposed roundabout)
 - Construct a single lane roundabout.
 - End the eastbound receiving lane from Military Cutoff Road as an eastbound right-turn lane to Site Drive 2.
 - Ensure the northbound approach (Site Drive 2) is constructed with one ingress and two egress lanes. The egress lanes should consist of a thru/left-turn lane with 200 feet of storage and a slip right-turn lane with a minimum of 100 feet of storage.
 - Provide an internal protective stem of 200 feet.
5. Show the Galleria TIA Improvements for Site Drive 3 at SR 2782 (Wrightsville Avenue) (stop-controlled RIROLI)
 - Provide an eastbound right-turn lane with 225 feet of storage, 50 feet of full width deceleration, and 100 feet of taper.
 - Provide a westbound left-turn lane with 200 feet of storage, 50 feet of full width deceleration, and 100 feet of taper.
 - Provide an internal protective stem of 100 feet.

TECHNICAL STANDARDS:

6. The project is required to build development streets to meet Public Street Standards.
7. The proposed 75' street section, A1, does not meet minimum standards for sloped curb. A variance may be requested. [\[Page 7-4, Table 1, CofWilm Tech. Standards\]](#)

8. As previously stated, the proposed Road D does not appear to be a Thorough Street. All site traffic must ingress and egress the 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.

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