



ENGINEERS
SURVEYORS
PLANNERS

June 23, 2016

M&C 7010-0001 (40)

Jim Diepenbrock
Associate Planner
City of Wilmington
102 North Third Street
Wilmington, North Carolina 28402

**RE: Shipyard Village (20160061274)
TRC Protrak – 2nd Review Comment Responses**

Dear Mr. Diepenbrock:

In response to comments received regarding the re-submittal packages of May 10th, 2016 for the subject project, we offer the following responses: (We note that Version 2 and Version 3 are the same submittal. Due to a glitch in Protrak, the submittal made on 05.09.16 was uploaded twice.)

Angela Faison, Associate Transportation Planner / City of Wilmington, Comments posted on 5/12/16 in Protrak under Site Plan Version 2

1. According to Sheet CE-101: Phase 2 Construction Sequence: # 6. notes "Install pervious pavers", ... "as shown on CG-101", however, I am having difficulty locating the pervious pavers. Please verify.
Response: That note is not accurate. At this point we are not including any pervious pavers on this development. We will revise the note to the following: Install landscaping as shown on CL-101 and CL-102 and establish final grades as shown on CG-101 and CG-102.
2. I have no other comments regarding the Shipyard Village project.
Response: Thank you!

Jim Sahlie, GIS Manager / City of Wilmington, Comments received via email on 5/25/16:

1. Still waiting on an approved street name for this project.
Response: Galley Lane has been chosen and approved per email of Wed 6/15/2016 2:06 PM. The plans now include this name.

Bill McDow, Associate Transportation Planner / City of Wilmington, Comments posted on 5/12/16 in Protrak under Site Plan Version 2:

NCDOT

1. The driveway permit has been sent to Traffic Engineering for Signature. I will contact you when it has been signed.
Response: Thank you. We look forward to receiving that contact.

243 North Front Street

Wilmington, NC 28401

910.343.1048

Fax 910.251.8282

www.mckimcreed.com

TECHNICAL STANDARDS – NEW ROADS:

2. Provide a street name for Street “A”. Contact Jim Sahlie, City GIS, to coordinate a street name.

Response: *Galley Lane has been chosen and approved per email of Wed 6/15/2016 2:06 PM.*

3. Revise the proposed Street “A” intersections to show crosswalks, stop bars and layout per SD 3-09 Intersection Layout. Based upon the detail, the street will form an intersection that terminates near the Clubhouse, and have crosswalks, stop bars and wheel chair ramps on each side of the three way intersection layout. [SD 3-09, CofW Tech Stds]

Response: *Revised as requested.*

4. Note, (if the SRB is scheduled to address this issue, please disregard this comment.) The project has shown a plaza width that varies along Street “A”. Please submit a written variance to the City Engineer, (David Cowell, PE), to request a variance for the plaza width.

Response: *Comment disregarded as directed.*

5. Please show the proposed landscaping for the 5’ planted traffic island.

Response: *Proposed landscaping is shown on sheet CL-102.*

6. The right turn lane for Street A appears to be causing the wheel chair ramp, and crosswalk locations to be by offset. Please revise the ramp location for the Northern side of the Street A and Carolina Beach Rd intersection.

Response: *Revised as requested.*

7. The proposed right turn lane for Street A requires the relocation of power poles and a fire hydrant. Please show the proposed new locations of the relocated utilities.

Response: *Proposed locations shown as requested.*

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

8. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.

Response: *This was a previous comment, and has already been appropriately addressed.*

TECHNICAL STANDARDS – PARKING:

9. Ensure internal crosswalks meet minimum width requirements. [SD 11-11, CofW Tech Stds]

Response: *Internal sidewalks meet the minimum width requirement of 6’.*

10. Portions of the proposed development do not appear to be in compliance with the 500’/800’ rule pertaining to the maximum length of a private drive/parking lot. [Chapter VII , C (4), pg. 7-15 to 7-16 CofWTSSM]

Response: *This was a previous comment, and has already been appropriately addressed by SRB.*

11. Show a detail for the Header Curb shown at the end of Street A. [SD 3-11, CofW Tech Stds]

Response: *This curb is actually a ribbon curb as it does not provide vertical separation. The CofWTSSM does not have a detail for ribbon curbing; therefore we provided a detail for a 12” ribbon curb. Please see sheet CS-504.*

MISCELLANEOUS:

12. Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.

Response: *This was a previous comment, and has been appropriately acknowledged.*

13. Contact Alina Jakubcanin at 341-7888, Alina.Jakubcanin@wilmingtonnc.gov, to discuss street lighting options.

Response: This was a previous comment, and has been appropriately acknowledged. Owner will coordinate directly.

Rich Christensen, Project Engineer / City of Wilmington, Comments posted on 5/23/16 in Protrak under Site Plan Version 3:

Response: See comments and responses under separate cover as submitted with the stormwater permit resubmittal of 06.23.16.

Sammy Flowers, Battalion Chief/Fire Marshal / Wilmington Fire Department, Comments posted on 5/25/16 in Protrak under Site Plan Version 3:

1. No further comments

Response: Thank you!

Aaron Reese/ Forestry Management Supervisor, Comments posted on 6/1/16 in Protrak under Site Plan Version 3:

1. Red maple is not an appropriate species for commercial properties in the Wilmington area. Please choose a species that is more tolerant of extreme parking lot heat.

Response: Though the Red Maple species is indicated in the City Technical Standards and Specifications Manual as appropriate for use in Street Yards/Parking Facility Trees, we have switched the selection to (another on listed in the same chart) Laurel Oak.
2. Minimum size of multi-stemmed and/or understory trees is 8'-10' height at planting.

Response: This comment is not applicable as all proposed sizes meet the minimum requirements.
3. For tree save areas bordered by retaining walls, be sure there is adequate space to install walls without disturbing the critical root zone. CRZ is 1' of radius for every inch of trunk diameter:

Sec. 18-458. - Tree protection during construction.

 - (a) To preserve existing trees specified on the required landscape plan to remain on the site as a function of fulfilling purposes of this section, the critical root zone shall be protected by proper installation of barricades and signage from vehicular movement, material storage, compacting, grading, excavating, and other development related activities during construction and in the final landscape design.
 - (b) The critical root zone (CRZ) shall be protected during construction by approved tree protection fencing and practices. Tree protective fencing shall be shown on site plans and grading plans around each tree, cluster of trees, at perimeter of tree-save areas, and at limits of disturbance. No equipment is allowed on the site until all tree protection fencing and silt fencing has been installed and approved. Tree protective fencing shall remain in place through completion of construction activities.
 - (c) If the entire CRZ cannot be preserved, the disturbed area shall extend no closer to the protected tree trunk than one half (½) the radius of the CRZ. In no case can more than forty (40) percent of the CRZ be disturbed.
 - (d) Disturbance of the CRZ will only be allowed on one (1) side of the retained tree and only with prior approval by the appropriate reviewing agency.
 - (e) Prior to grading, tree roots shall be pruned using appropriate arboriculture pruning tools and practices.

- (f) Disturbance other than that allowed on the approved plan, including incorrectly placed tree protection fencing or improper root pruning constitutes negligence and will require the owner to post an irrevocable letter of credit or other means of financial assurance approved by the reviewing agency for three (3) years to provide for mitigation of the tree per section 18-460 to be released if determined by the reviewing agency that the tree is not at risk of dying due to the disturbance.
- (g) Any person who is responsible for failing to properly install or maintain protection measures pursuant to this article shall be subject to a fine of five hundred dollars (\$500.00) per day and a stop work order shall be placed on the project. The owner of the property shall also be a jointly and severally responsible party if the improper practices are conducted by an employee, agent, or other person under the control, employ, or direction of the property owner.

(Ord. No. 0-2008-25, 4-8-08; Ord. No. O-2012-85, Exh. A, § 28, 12-4-12)

Response: This site is heavily vegetated therefore we would like to be allowed some latitude to assess the three trees in question further once the site interior is cleared and the trees become accessible for specific assessment of health. Per arrangements made via phone with Aaron Reese on 06.22.16, we propose to work directly with the City Arborist and Planner to coordinate tree save efforts after early grading/full release for site construction, whichever is obtained first. The following note has been added to the Landscape Plan: "Project Landscape Architect shall coordinate further with the City Arborist and Planner with regard to the three large trees in proximity to retaining walls. The health of these trees shall be determined once the site interior is cleared and the trees are accessible. Once a determination of health is made, additional design considerations can be coordinated and detailed as appropriate."

Jim Diepenbrock, Development Review Planner/ City of Wilmington, Comments posted on 6/09/16 in Protrak under Site Plan Version 3:

1. Please be sure to obtain an approved street name as soon as possible. No plan release without approved street name showing on plan.

Response: Galley Lane has been chosen and approved per email of Wed 6/15/2016 2:06 PM.

2. Pay extra attention to Aaron Reese's comments regarding trees proposed to be saved.

Response: We have coordinated with Aaron, see response to his comments above.

3. We advise you to prepare and submit your NCDOT driveway permit as soon as possible. Bill receives these Don Bennett and Sterling Cheatham need to sign prior to submittal to NCDOT.

Response: The NCDOT driveway permit was submitted to Bill McDow on 05.10.16. We await Bill's call for pick up.

4. Planning has no further comments at this time.

Response: Further comments were uploaded to Protrack a couple of days later – see below.

Jim Diepenbrock, Development Review Planner/ City of Wilmington, "Supplemental" Comments posted on 6/11/16 in Protrak under Site Plan Version 3:

5. New ADA Compliant receiving ramp and crosswalk on north side Carolina Beach Road; align with new ADA compliant ramp on south side of intersection

Response: See response to #6, Bill McDow's comment under "technical standards – new roads".

6. More detail is needed regarding proposed plant material being used in the 20 foot perimeter landscape buffer. On the north side of the property, where retaining walls and slopes are being installed, care will need to be taken to retain the critical root zone of Tree #36. Measures also need to be taken for the installation of appropriate plant material suitable for sloping conditions. Please specify on resubmitted version of plans. This comment supplements those made by Aaron Reese (e.g. select alternative species for canopy trees other than Red Maple) on 6/1/16.
Response: Please see responses to Aaron Reese's comments above. In addition to those comments we offer the following: We have further labeled the existing trees within the buffer area used toward buffer requirements, and, as the site is heavily wooded, we shall coordinate further with the Planner (once the site interior is cleared and the buffer is accessible) to determine what supplemental vegetation may be needed to fulfill buffer requirements. We include a note on sheet CL-101 indicating "Buffer yards to be field evaluated after clearing is completed. Supplemental landscape material to be provided in accordance with sec. 18-503".
7. At the eastern end of the proposed public street, it's recommended that the end of the public right of way be drawn to the front edge of the header curb. This is because it makes sense, on the clubhouse side, to have public maintenance responsibility end where the asphalt meets the header curb.
Response: Plans have been revised as requested.
8. Reminder: While he was in town, I meant to request for Mr. Powell to visit Jim Sahlie; the contact still needs to be made between addressing and the developer to select an approved street name.
Response: Galley Lane has been chosen and approved per email of Wed 6/15/2016 2:06 PM.
9. Planning has no further comments at this time.
Response: Thank you.

We trust the above responses adequately address the final comments received and look forward to progressing to site construction. If you have any questions, please do not hesitate to contact me at 910-343-1048.

Sincerely,
McKIM & CREED, INC.



Tara S. Murphy, RLA, ASLA, LEED AP, PMP
Senior Project Landscape Architect

Enclosures: Revised Plans dated 06.23.16

Cc: File
Vernon Powell, Shipyard Village Wilmington, LLC