

To: Rob Balland, Paramounte Engineering
From: Brian Chambers, Assistant Director, 910.342.2782
CC: File;
Date: 7/17/2023
Re: The Avenue TRC Rev 2

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
Eric Seidel	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:

- Please improve legibility of CD ordinance on sheet C-1.2.
- Provide lighting plan (CD #12). *Previous comment*
- Note location of bicycle parking within structures.
- Parking lot design exemption (Sec. 18-304 (c)(6)h. does not apply to landscaping. Please remove note from Sheet L-3.0. *Previous comment*
- Surface parking lots visible from the public right-of-way shall be screened by permanent walls, shrubbery or hedges at least three (3) feet in height. Shrubs behind retaining wall along Military Cutoff have been removed. Shrub heights in table indicate Azaleas at 3-foot height but there are no Azaleas used to screen parking. Please add shrubs and provide height in planting schedule.
- Provide detail for dumpster screening. If trash containment, including areas for holding recycling, cannot be accommodated within a building, it shall be placed on the rear or side of the building and shall be completely enclosed and screened from view of public rights-of-way with an opaque fence or wall and/or plant materials, as approved by the technical review committee. The enclosure shall be at least one (1) foot taller than the highest point of the trash receptacle. Chain link and exposed concrete blocks are prohibited. *Previous comment*
- Please remove CFPUA details from city plan set. *Previous comment (C-6.6 – C-6.9)*

Project Name: Carroll at the Avenue

Comment Response Date: 7/14/2023

Reviewer: Eric Seidel, PE

Department: Engineering – Plan Review Section

1. Provide 30' public drainage easement for existing channel receiving drainage from Station Road. If channel is located along property line provide 15' offset, additional easement will be acquired when adjacent parcels develop. Include public easement to for (3) 4'x4' box culverts and associated end walls.
2. Provide Gutter Spread calculations.
3. Provide City Operation & Maintenance Agreements for each SCM found at:
<https://www.wilmingtonnc.gov/departments/engineering/plan-review/stormwater-permits>.
4. Please clarify the intent is to build all roads and utility infrastructure within Phase I and only Phase the buildings.
5. Sheet C-4.5: Remove "Road A Public" label.
6. Please clarify drainage from the (2) 36"x12" weirs only drawdown through the 8" orifice? Outlet pipes do not receive drainage until the pond stages over weir wall at 21.10'?
7. Provide a full signed/sealed final calculations package.

SIGNAGE AND PAVEMENT MARKING PLAN:

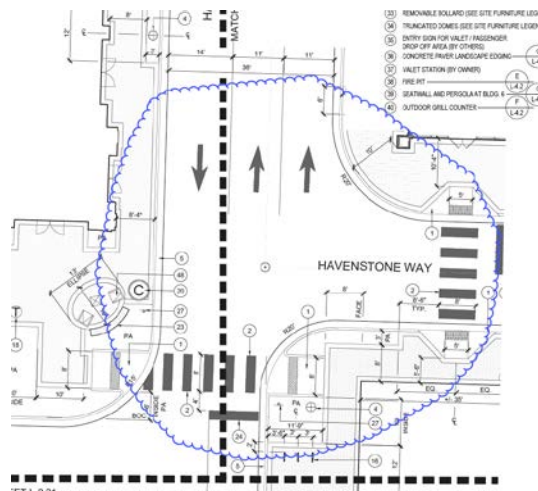
1. Provide a separate sheet for signage and pavement marking plan for all the internal private ROWs showing all proposed traffic control signs, street name signs, and related pavement markings locations and types for all the proposed ROWs. [[CofW Sign Specification and Installation Guide](#)] [[Provide a reference for each sign from MUTCD](#)]. Plan will be reviewed by Signs & Markings Engineer Manager.
2. Pavement markings for crosswalks on private streets are not required to be high visibility. Standard parallel bars may be installed instead.

STREET LIGHTING [[City of Wilmington Street Lighting Policy](#)]:

- Streetlights shall be installed within subdivisions in accordance with the Technical Standards and Specifications Manual. It shall be noted on the plan the type and quantity of streetlights proposed. Also provide the preference if underground or overhead services are preferred.
- Contact Duke Energy to get photometric developed based on the proposed streetlighting fixture types.
- Streetlights shall be installed on the Military Cutoff Rd section abutting this development as per [[Sec. 18-495 CofW Updated LDC](#)]. Please get the plans developed by Duke Energy.

TECHNICAL STANDARDS:

3. [Sheet L-2.2](#): d). If stop sign and bar is installed for the street style driveway it shall be in advance of ADA ramp/crosswalk as per MUTCD.
4. [Sheet L-2.4](#): d). The pedestrian crossing sign shown at the SE corner of Everton Way/Lilygate Ln intersection is irrelevant at this location. Provide reason for this sign at this location.
5. [Sheet L-2.19](#): Clarify with pavement markings the lane configuration on Havenstone Way intersection south of Building 4.



6. Include the lane configuration striping for truck turning exhibit. This is to ensure the turn ends up in appropriate lane.
7. Individual striping for on street/off street parallel parking spaces shall not be installed. Instead strip 'L' at the start and end of parking aisle to limit the parking.
8. Show and callout 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

(regardless of signalized). [Sec. 18-667 CofW Updated LDC] [Sec. 18-693 CofW Updated LDC]. 20' shall be measured from property line towards the property and extend lines upto curb.

9. Show all the sight distance triangles on the site and landscape plans.

SIGHT DISTANCE TRIANGLE FOR ANY STREET/DRIVEWAY INTERSECTIONS WITH THOROUGHFARES

Military Cutoff Rd 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) of CofW Tech Stds] [Sec.18-556 CofW LDC] [Sec. 18-667 CofW Updated LDC].

For Intersections with Traffic Signal Control, if right turns on a red signal are to be permitted from any approach, then the appropriate departure sight triangle to the left should be provided to accommodate right turns from that approach.

TECHNICAL STANDARDS – PARKING:

10. Show the typical handicap sign detail on the plan as per ADA and City standards. [Detail No.: TE7-01 & TE7-02] [CofW Sign Specification and Installation Guide]

ROUNDAABOUT off Carroll Ave/New Vine Dr:

- Crosswalks should be in vehicle-length increments from the entrance line. Please dimension.
- Show ADA ramps/crosswalk/refuge island for the western leg of the roundabout.
- A cut-through pedestrian refuge island is proposed. If the pedestrian refuge island length is more than 6 ft in length detectable warning domes shall be installed.
- Provide the cross-section detail at central island. If provided callout the sheet no. in response.

ROUNDAABOUT off Harbourview Way:

- Crosswalks should be in vehicle-length increments from the entrance line. Please dimension.
- Southern splitter island should be extended beyond the crosswalk and cut through island should be provided to protect pedestrian in the crosswalk. This will also avoid left turn traffic violation by allowing right only from driveway in the vicinity.
- Provide the cross-section detail at central island. If provided callout the sheet no. in response.

COMMENTS ON OFF-SITE IMPROVEMENT PLANS TO FOLLOW BY DENYS:

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

Project Name: **THE AVENUE**

TRC Date: **07.13.2023**

Reviewer Name: **BILL McDOW**

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

TECHNICAL STANDARDS:

1. A TIA with conditions was approved for The Avenue. The development will be required to install TIA improvements prior to issuance of CO. [[The Avenue Rezoning Ordinance, Condition #17, dated 6-5-2018](#)]
2. The site plans have increased the approved TIA intensity for Hotel, from 231 rooms to 234 Rooms plus 6 Spa Rooms (The Villas) and for Office from 140,700 SF to 144, 700 SF. Please contact Scott James, PE at (910) 473-5130 or scott.james@wilmingtonnc.gov to discuss the change in intensity to the Approved TIA. [[Revised The Avenue TIA Approval Letter with Conditions dated 2-25-19.](#)]
3. The intersection of Harborview Drive and Lance Drive has an unmarked pedestrian crosswalk. Please provide a marked pedestrian crossing at the intersection.
4. Harborview Drive is required to have a 100' Internal Protective Stem, measured from the ROW. The driveway from the parking lot #1 appears to conflict with the 100' IPS. [[Revised The Avenue TIA Approval Letter with Conditions dated 2-25-19.](#)] Please revise.
5. Everton Way is required to have a 100' Internal Protective Stem, measured from the ROW. [[Revised The Avenue TIA Approval Letter with Conditions dated 2-25-19.](#)] Please revise.
6. Please update street names on the Landscape Plan sheets.
7. Harborview Drive is required to be configured as a signalized pedestrian crossing with pedestrian signal equipment. [[The Avenue Rezoning Ordinance Conditions, dated 6-5-18.](#)] Please show the pedestrian signal and push button on the site plan.
8. At Carroll Avenue, please label the proposed driveway stem, storage and taper lengths, per the TIA. [[Revised The Avenue TIA Approval Letter with Conditions dated 2-25-19.](#)]
9. The proposed distance between the crosswalks and yield lines at the Roundabouts do not meet the minimum requirements per the MUTCD, a minimum of 22' is required from the circular travel way along each entrance and exit approach. Please revise.
10. As previously stated, Speed Humps, Speed Tables and similar Traffic Calming devices require Council preapproval per the City Ordinance. Please show City Council approval of the proposed raised crosswalks and traffic calming tables, which are installed within the site, (Lilygate Lane, Carroll Avenue and Harborview Drive)
11. The proposed median islands and raised crosswalks (speed tables) at the intersections of Harborview Drive and Lilygate Lane, Harborview Drive and Carroll Avenue, Lilygate Lane and New Vine Drive, and along Carroll Avenue are in the turning path for large vehicles using the site. Please provide auto turning movements (left and right turning movements) for SU-30, WB-60, Trash Trucks, Fire and Rescue Vehicles at these locations to demonstrate safe ingress and egress over the speed tables.
12. Please provide traffic control devices (Stop Signs and Stop Bars) for the intersection of Harborview Drive and Lance Drive.
13. Please provide traffic control devices (Stop Signs and Stop Bars) for the intersection of Harborview Drive and Old MacCumber Road.
14. Please remove "Road A" from sheet C 4.5.
15. Please show the proposed Public Transit Location at Carroll Avenue, as required by The Avenue Rezoning conditions. (Note: please ensure the shelter is not located within the functional area of the signal and the turning radius of vehicles attempting to turn left from Station Road to Military Cutoff. [[The Avenue Rezoning Ordinance Condition # 11, dated 6-5-2018](#)])
16. Please show the Fire and Rescue Route to the Villas and Spa Island.

17. Proposed crossings at the Military Cutoff Road MUP, (Cross City Trail) shall be a minimum of 10' width to match the existing Bicycle and Pedestrian facilities. [\[Standard Detail 3-08, CofW Technical Standards\]](#)

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