

February 5, 2018

Mr. Patrick Reidy
Town of Wendell Planning Department
15 E. Fourth Street
Wendell, North Carolina 27591

**RE: Response to Site Plan Review Comments
Kioti Tractor Warehouse Expansion
WR Project 02150260**

Dear Mr. Reidy:

Please find attached the revised Site Plan for the Kioti Tractor Warehouse Expansion. Since the initial submittal, the proposed expansion plans have modified to eliminate the delivery access route around the building. The location of the loading dock has been shifted from rear of the building to the north side. Also, the Special Use Permit was approved to allow for the reduced rear setback. The overall expansion plans remained unchanged for a two phase approach to the expansion, but the first phase expansion has been increased. The Site Plan attached represents the Phase 1 expansion plan with infrastructure being proposed to serve the Phase 2 expansion upon its need for the Kioti operations requires.

Our response to the review comments are as follows:

Departmental Comments: Wendell Planning Department

1. Add approvals block on cover page (Section 16.41.A of UDO). OK
The approval block has been added to the Cover Page.
2. Obtain 401/404 approval from NCDEQ for removing wetlands prior to site plan being signed. OK
The 401/404 has been issued by NCDEQ and USACOE with copies attached to this letter.
3. Obtain SUP approval for expansion from Wendell Board of Commissioners prior to site plan being signed. Included the reduction in the required 100' building setback along the northern property line in the SUP request. OK
The Special Use Permit was approved on August 11, 2017
4. Provide color building elevations. OK
Thematic color building elevations have been included with this submittal. As we discussed, the color scheme selection is to be finalized at building permit.
5. Section 2.14.B.2.b of the UDO states that:
"All buildings shall avoid long, blank walls by integrating design variety along the façade through wall offsets, change in material patterning, awnings, windows, or doors or other techniques used to avoid wall monotony."

As it is currently proposed, the building elevations match the existing building which was built prior to the UDO standard. While we do not want to require a building to stand out in design from an existing phase to a new phase, there are elements that could be added to change the look of the new building while still complimenting the

existing. This expansion will end up being more area than the current building, so having something that blends but still meets our requirement is important.

Options that could be considered to meet the blank wall requirement include: changing the material/color of the reveals that are already in the design; changing the color/material of the panels above or below the reveals; adding different shaded bands along the façade; adding decorative ribs; adding awnings over the egress doors; adding windows in a few locations along each wall. I am including a few examples of buildings that carry some of these design elements in them. If you have something you'd like to propose that would blend well with the existing building, please let me know.

Thematic color building elevations have been included with this submission. **OK** we discussed, the color scheme selection is to be finalized at building permit.

6. Provide lighting plan.

A preliminary lighting plan has been included.

Please Provide photometric plan

7. On Sheet C2.0 Site Data:

- a. Add the estimated GPD of water/sewer usage to calculate capacity fees for the building permit.

An estimate of the new water/sewer usage has been added to the Site Data table on Sheet C2.0.

Split and add 10% for water

- b. Add the building square footage and phasing. List it by type of square footage (i.e. will all of the area be used for warehouse? Will any of the space be used for offices?)

- i. Provide breakdown for existing building as well.

The existing and proposed building square footage has been listed.

OK

- c. Update the parking schedule to include:

- i. The required number of spaces by use type (split between office and warehouse). There is an active building permit to add 14,560 square feet of office space in existing mezzanine. This new area needs to be considered in the new parking calculations). We will allow for the existing and new loading docks to count as spaces if number required is not met with the proposed 73 spaces.

The required number of parking spaces has been added to the Site Data table total. Please note that the revised Site Plan includes 86 proposed spaces.

OK

- ii. Add the number of bike racks required/proposed (1/50 auto spaces that are provided).

The number of bike racks required and proposed has been added to the Site Data Table

Show location

8. Add parking space dimensions.

The typical dimensions for the parking space has been shown.

OK

9. Show the proposed egress points of the new buildings. Sidewalks need to be provided for ADA routes to refuge areas.

The proposed egress points for the new building has been shown with connecting sidewalks to provide routes to the refuge areas.

Is 5' needed for ADA?

10. Label the material of the access road.

The material of the access road will be the GrassPave2, or approved equivalent. The access road around the building will be for emergency access only with the revised Site Plan.

Per UDO, asphalt/concrete is required

11. Will there be a trash/recycling area? If so, provide screening detail and landscaping for trash/recycling area.

No additional trash/recycling areas are proposed at this time. However, the existing trash

13.2 of UDO requires wall screening around visible side of existing compactor

- compactor has been added to the sheets
12. Relocate the light pole where the existing concrete apron/new access road meet so that it is not in the access road.

OK

The proposed light poles have been modified to account for the revised Site Plan.

13. Outline the existing loading dock canopy.

OK

The existing loading dock canopy outline has been added.

14. Call out new curb and provide detail.

OK

Curb is being proposed only in the front parking space.

2. On Sheet L1.0:

- a. Add bearings and distances.

OK

The boundary bearings and distances have been added.

- b. Explain the note that states that the existing vegetation can be credited to the landscape ordinance. Existing landscaping in required buffers can be credited. Please be clearer on what vegetation is being used for credit.

The intent of the note is that existing vegetation within the designated street yards and buffers will count towards fulfilling the landscaping requirements for those areas.

OK

- c. Add 3 street trees along the cul-de-sac and provide a required/proposed landscape schedule and update the plant schedule.

The cul-de-sac right of way has been included with the street yard requirements.

OK

- d. Add owner info/zoning for the surrounding properties.

OK

The adjoining property owners and zoning has been added.

- e. Add the "CHV" understory tree to the plant schedule.

OK

The CHV (fringe tree) data has been added.

- f. The street yard landscaping schedule needs to be updated showing the understory and shrub options. There is a mix of canopy and understory trees being proposed. There will be more understory trees required. Also, the calculation of required canopy trees is correct; however the number required needs to be doubled to 42 canopy trees to meet the 2 per 100' requirement.

The street yard landscaping has been updated with canopy and understory trees as well as the required shrubs.

OK

- g. A "Type A" buffer yard is required along the western property line that abuts the CC zoned property south of Kioti Drive.

OK

Departmental Comments: Engineering

General Comment

1. How much additional vehicular and truck traffic will be generated by this expansion at the intersection of Kioti Drive and Rolesville Road? This is something that the town needs to be aware of to track the amount of traffic coming into and out of this site in order to ensure it won't adversely impact any surrounding intersections. This will also help to ensure the lifespan of Kioti Drive, a public road.

The pre-expansion traffic is approximately 80 employees with 15 box and flatbed trucks daily. The post-expansion traffic is expected to increase to 100 employees and 25 box and flatbed trucks. The Geotechnical Report assessing the conditions of Kioti Drive is attached.

Sheet C2.0 Site Plan

2. Appropriate permits and approvals will be required to fill in the wetlands to construct the building expansion.
The issued 401/404 permits for the project has been forwarded to the Town of Wendell and Wake County for their records.
3. Provide turning movement at the intersection of the existing driveway and proposed access drive behind the building to verify adequate space is provided for proposed truck ingress and egress.
The access road has been eliminated and a fire access is being provided.
4. Provide a detail of the access road behind the building.
The specifications for the fire access road are included on the detail sheets.
5. If all trucks are to turn left to utilize the access drive, suggest adding signage clarifying this to avoid any trucks entering the parking area at the front of the building.
Not applicable due to the revisions.
6. Please clarify if there will be any access between the parking area at the front of the building and the existing concrete apron once improvements are completed.
The revised Site Plan has truck access along the existing road with a dedicated lane for trucks awaiting their turn to the loading docks. The parking pattern has been revised.
7. Recommend adding a stop sign and stop bar at the end of the access drive. If there isn't one at the first entrance into the parking area, that would be a good place to add one as well.
Not applicable due to the revisions.
8. Will there be any access to the building expansion at the north end of the existing concrete apron?
Not applicable due to the revisions.
9. Where are the emergency egress point to the proposed building expansion?
The emergency egress points have been on the proposed building expansion with ADA access.
10. The existing light pole at the northeast corner of the existing concrete apron is inside the proposed access road.
The light poles conflicts have been resolved.
11. There does not appear to be an existing exterior dumpster on site. Is one proposed with the expansion?
The existing trash compactor has been added to the Existing Conditions sheet as well as the Site Plan sheet. No additional facilities are being added.

Sheet C3.0 Grading, Storm Drainage and Utility Plan

12. What is the proposed finish floor elevation of the proposed building expansion?
The proposed finished floor elevation has been added.

Sheet C4.1 SCM 1 Plan & Details.

13. Why is a frame and hood proposed on the riser structure inlet when no curb is proposed on the access road?
SCM #1 details have been revised.
14. Locate the manhole openings in the concrete top slab adjacent to the walls where the steps will be installed.
SCM #1 details have been revised.

Sheet C4.2 SCM 2 Plan & Details

15. Show proposed grading inside the proposed SCM.
The usage and retrofitting of the existing Stormwater wetlands has been eliminated.

Sheet C4.3 SCM 3 Plan & Details.

16. Recommend using all washed stone under the concrete pavers to help prevent future clogging.
The details for the permeable pavement have been revised. Please note that we have included 3

options for the permeable pavement, and the least costly will most likely be chosen.

17. Please identify where the pervious concrete is to be installed as it's unclear where it is proposed.

Sheet C4.2 has been revised entirely since the location of the permeable pavement has been relocated to a new parking area.

Sheet C4.4 SCM 4 Plan & Details

18. Show proposed grading inside the proposed SCM.

The grading as well as additional details have been included on C4.3 for the proposed construction wetlands.

Departmental Comments: Wake County Fire Marshall

503.2.3 Surface - Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. The fire access road has been designed for a 75,000 lb load. The surface is specified as GrassPave2 product that is designed to provide the necessary strength for the access road.

503.2.5 Dead ends - Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

The fire access road has been redesigned for the Phase 1 expansion to provide a complete loop around the structure.

503.3 Marking - Where required by the fire code official, approved signs or other approved notices or markings that include the words "NO PARKING FIRE LANE" shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility. "No Parking Fire Lane" signs will be posted along the main routes to maintain the fire apparatus access. A Note has been placed on the Sheet C2.0 to this effect.

503.6 Security Gates - The installation of security gates across a fire apparatus access road shall be approved by the fire chief. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200. While a security fence is not proposed at this time to encircle the perimeter of the active area of Kioti, current plans do not include an electronic gate to provide controlled access. However, a note to this effect has been placed on Sheet C2.0 to inform that the above is a requirement.

Departmental Comments: Wendell Police Department

1. I noticed they have an employee collection point for evaluations on the corner of the parking lot. Given the size of the building as proposed and the potential for that one collection point to be downwind of a fire or other incident it would make sense to add one in an opposing direction as an alternative.

New employee assembly points have been designated as the forward and the rear.

2. Will the new access road be asphalt? I am pretty sure it needs to be for fire apparatus and just general access. If fire apparatus will be using it, we need to make sure it is wide enough and solid enough to support weight and set up of apparatus.
The access road is designed to accommodate a 70,000 lb load.
3. Need to have someone check on access to FDC as it may be too far from paved surfaces. Additionally, will their expansion all work so that one FDC will service or will there be others?
The new parking will provide closer access to the FDC and the adjacent fire hydrant. Based on the review of the existing fire loop design, a 10" line will encompass the entire building. The current design has all the hydrants been pressurized with the FDC and will also be connected to the existing and the proposed riser rooms.
4. Will the access gate remain at end of Kioti Drive where it currently is located? Will there be any other gates or access restrictions?
While a security fence is not proposed at this time to encircle the perimeter of the active area of Kioti, current plans do not include an electronic gate to provide controlled access. However, a note to this effect has been placed on Sheet C2.0 to inform that the above is a requirement.

Departmental Comments: Wake County Environmental Services

No comments to address. However, the design of the Stormwater management system has been expanded to provide more details of the system. Also, sedimentation and erosion control plans have been included for reference.

Sincerely,

WithersRavenel

Ken Jesneck, PE
Sr. Project Manager