



**Planning, Development
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DATE: 02.27.2019
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **BIRCHWOOD DRIVE ACCESS PLAN [TRC Plan Review]**

↻ Initial Review Note ↻

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.

BASE INFORMATION:

- Show driveway dimensions and structures on Birchwood Drive and Market Street, including valves, cleanouts, Fiber Optic Equipment, etc.

NCDOT:

Please show the NCDOT TIP project ROW on the plan. Contact NCDOT at 910.398.9100 to coordinate TIP plan details and identify contact persons. Please note additional comments may be forthcoming once coordination occurs.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. Driveways for lots along major thoroughfares must at least 75’ offset from property lines to the curb line. A variance may be required for this driveway

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

2. The proposed project does not have a public or private street. Please designate whether the proposed Drive will be dedicated for public use, private drive or access easement. Note, commercial subdivisions may require a ROW.
3. The proposed access drive does not provide public sidewalk or other pedestrian access along the sides of the access drive.
4. The proposed street style intersection has R50’ corner radius on the ingress and egress dimensions. The corner radius exceeds technical standards, which allow R35’ corner radius on streets and R25’ corner radius on driveway access that will be used by Fire and Rescue Vehicles. Please revise the dimensions for the driveway widths and tapers. [Sec.18-529 CofW LDC]
5. The proposed striped island does not provide adequate protection for pedestrians attempting to cross this intersection. Please provide a shorter crossing and/or concrete refuse island and

cross walk at this intersection. [[Detail 3-01, Street Sections and Detail 3-09 Intersections, CofW Tech Stds](#)]

6. The proposed driveway entrance exceeds the maximum 62' driveway width for a , as measured along the curb and gutter flow line. This measurement allows for 36' wide driveway with standard 13' tapers. [[Chapter 7, page 7-10, Note 1, CofW Tech Stds](#)]
7. The Handicap ramp and sidewalk section of the Birchwood Drive and Market Street Intersection appears to be missing from the plan. Please revise.
8. Please provide a street cross section of the proposed access drive, with pavement and base sub-material s shown.
9. The plan does not show internal access drives from Lot #3 and Lot #2b to the new drive. Please revise to show these connection locations.

TECHNICAL STANDARDS – Barrier Free Design:

10. Please show location of handicap ramp(s) and curb ramps on the plan.
11. Show the location of tactile mats, cross walks and concrete refuge islands on the plans.
12. Pedestrian Crossing signs may be required for this site including warnings to watch / yield for pedestrians before turning right/ turning left.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.