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DATE: 03.14.2016
TO: ProTrak
FROM: Bill McDow
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■ **OGDEN MARKETPLACE [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:

- Revise all sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent traffic signs, lane configurations, traffic control devices and pavement markings on the site inventory plan. Please refer to the Technical Standards and Specifications Manual (link is below) Ch. VII C.1.a.2. for specific information and distance requirements. Contact Traffic Engineering at 341-7888 if you need assistance locating these elements.
- Identify any traffic signal loop detectors and traffic signal equipment on Middle Sound Loop Road and show on the plan.
- The site plan does not match portions of the drawings by Davenport Engineering, please resolve the differences on the plan. Also, correct spelling of Devenport to "Davenport" on all plan sheets.

TRAFFIC IMPACT:

- ❖ A Traffic Impact Analysis (TIA) was conducted for this site. The project will be required to implement the TIA requirements for this development. Please show the TIA improvements on the site plans, including lane improvements on Market Street and Middle Sound Loop Road.

NCDOT:

- It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact NCDOT at 910. 251.2655. Please note additional comments may be forthcoming once coordination occurs.
- A Pedestrian Access Easement and Encroachment Agreement may be required for the Multi-Use Trail in the ROW and in locations where it is on private property.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. The proposed Right Turn lane at Market St and Middle Sound Loop Rd, (Site access #3), appears to be located outside the NCDOT ROW and on private property. If this portion of the

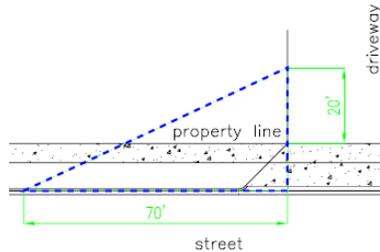
site property is proposed to be new ROW dedicated for public use, please indicate the dedication and any easements on the site plans.

2. Site Access # 1 on Market Street does not meet the requirement for Driveways for lots along major thoroughfares to be at least 75' offset from property lines to the curb line. A variance request to the Technical Standards will be required for this driveway.
3. Site Access # 2 on Market Street, which is a Right In Only Driveway, does not have the minimum corner or property line offset. Driveways for lots along major thoroughfares to be at least 75' offset from property lines to the curb line and driveways that are not on major thoroughfares must meet minimum property line offsets. A variance request to the Technical Standards will be required for this driveway.
4. Provide dimensions for the internal protective stem lengths required by the TIA at each driveway access point. The internal protective stems do not meet the TIA Requirements.
5. Where multiple driveways are allowed along major thoroughfares they must be separated by 250' as measured along the curb line. Site Access # 3 and Site Access #4 are less than 250 apart, therefore, a variance to the Technical Standards will be required for this driveway.
6. Based upon the Market Street Frontage, it appears that the site does not meet the requirement for maximum allowed driveways along major thoroughfares is 1/600 lf of continuous frontage plus 1/every 300 additional lf or portion thereof as measured at the property line. A variance request to the Technical Standards will be required for multiple driveways. [\[7-13 #b CofW Tech Stds\]](#)

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

7. The monument signs shown on the Market St entrance and Middle Sound Loop Rd entrance appear to be located within the City of Wilmington 20'X70' sight distance triangles. Placing the signs in this location may interfere with the clear visual sight distance of vehicles attempting to exit these entrances and create safety hazards on Market St and Middle Sound Loop Rd.
8. The proposed Market Street sidewalk does not have a continuous curb and gutter barrier between the sidewalk and Market Street traffic. NCDOT typical cross sections require curb and gutter or adequate clear and recovery zones for the installation of public sidewalk. For a 45 mph facility, this clear and recovery area is a minimum of 18'-24' when a roadside ditch or curb and gutter are not installed.
9. Note which existing driveways will be closed on the existing conditions sheet. Extend the curb along these driveways and restore the verge area to match the existing/proposed.
10. Driveways shall be City-standard ramp-type driveways. Show appropriate City standard detail(s) on plan. [\[Chapter VII ,Detail SD 3-03 \(commercial driveway\) CofWTSSM\]](#)
11. Show proposed driveway centerline elevations at both the front and the back of each concrete driveway apron, at the curb line, property line & points at 26' and 52' behind the property line. [\[Chapter VII, C\(1\)\(a\)\(2\)12 CofWTSSM\]](#)
12. Dimension driveway widths and tapers. [\[Sec.18-529 CofW LDC\]](#)
13. The minimum two-lane driveway width is 23'. The maximum two-lane driveway width is 30'. [\[7-9 CofW Tech Stds\]](#) The maximum three-lane driveway width is 36'. [\[7-9 CofW Tech Stds\]](#)
14. Label lane widths for the Ingress and Egress lanes for each site access location.
15. Label and provide details for the proposed Multi-use Trails shown on Market Street and Middle Sound Loop Road.
16. Provide sidewalk connections between the site and the public sidewalk and Multi-use Trails.
17. Distinguish between proposed and existing sidewalk(s)/ Multi-use Trails and provide dimensions
18. Provide sidewalk detail SD 3-10 on the plan.
19. Show all adjacent traffic signs and pavement markings on the plan. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)
20. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.

21. Show the location and height/ length of any proposed hot boxes and RPZBFPs located adjacent to driveways on the site plan. The hot boxes shall meet sight distance triangle requirements.
22. Show and apply the City's 20'x70' sight distance triangle at each driveway on the site plan and landscaping plan. [Sec.18-529(c)(3)CofW LDC] Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [Sec.18-566 CofW LDC]



TECHNICAL STANDARDS – PARKING:

23. The proposed 60 degree angled parking does not match Table 6, parking stall dimensions in the technical standards, which require a minimum of 20' parking stall length. [Chapter VII , Table 6, pg. 7-19 CofWTSSM]
24. The minimum radius is 25' for any portion of a parking lot adjacent to a travel way (i.e. islands at the end of a parking bay) for parking that is open to the public. Many of the landscape islands have R8' and R10' radius points. If the travel way will not be used for emergency service vehicles, Fire Engine or truck traffic, you may request a tighter radius, the minimum is 15'. This request must be made in writing. [Chapter VII, Detail SD 15-13 CofWTSSM]
25. Twenty-four feet (24') is the minimum drive aisle width behind perpendicular parking.
26. Protection from vehicles is required around all required landscaped areas within vehicular areas.
27. The parking rows must have landscape islands within 120' of parked vehicles. The 52 space double parking area will require a central island.
28. Provide dimensions between the back of curb and the building for the parking lot adjacent to Site Access #3 and the retaining wall beside Shops-B. A minimum of 2.5' must be allowed for parking spaces perpendicular to any proposed building or walls to allow for car overhang and prevention of cars hitting the wall.
29. The rear parking lot does not meet the requirements of standard details SD 15-12 for parking lots over 25 stalls, which require a paved surface. [SD 15-12 CofW Tech Stds]
30. The backing stub is to be 10' deep by 15' wide. Please dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]
31. 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]
32. Provide a turning movement analysis of a Fire Engine, Trash Truck and Ambulance at each shop and drive aisle on the site.
33. Provide information and details for the ramps shown at the loading dock.
34. Provide bicycle parking in accordance with Section 18-528 of the City of Wilmington Land Development Code. Show the bicycle parking at the Shops- B, Shops-C, as well as the main store and metal building. Add the number required and proposed to the site development data. [Sec.18-528 CofW LDC]
35. The plans show a bicycle rack near the Market Street Multi-use Trail, however, these racks are over 100' away from the nearest building in Shops-B.

TECHNICAL STANDARDS – Barrier Free Design:

36. The proposed Handicap Parking Spaces with the bollards within the parking space, do not meet ADA requirements. Bollards and Handicap Signs cannot be used as vehicle stops. An allowance for a 2.5'

vehicle overhang must be considered. If the bollards and handicap signs remain in the parking space, then a wheel stop must be used to prevent vehicles from striking these objects.

37. Please show location of handicap ramp(s) and signs and provide details on the plan.
38. The proposed wheel chair ramps do not meet ADA requirements for maximum slope. The plan shows ramps that exceed the 5% slope. (See Site Note #13 on sheet C-1)
39. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [Sec. 18-529(b)(2) CofW LDC]
40. Note the required and proposed number of handicapped spaces in the development data. [Sec. 18-529(b)(2) CofW LDC]

REVISIONS TO NOTES ON THE PLAN:

41. Please revise City notes #3, #5, #6 and #7 on sheet C-1 to reflect the following verbiage:

#3: Replace existing note with the following: “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.”

#5: Change Reference to ‘Tom Platt with Traffic Engineering’ to “**Traffic Engineering**”.

#6: Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.

#7: Change Reference to ‘Karen Dixon’ to “Contact **Traffic Engineering** at (910) 341-7888 to discuss street lighting options.”

GENERAL NOTES TO ADD TO THE PLAN:

- A. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- B. All parking stall markings and lane arrows within the parking areas shall be white.
- C. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.
- D. Install reflectors per City and NCDOT standards. Traffic Engineering must approve of pavement marking layout prior to actual striping.
- E. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact Alina Jakubcanin at 341-7888, Alina.Jakubcanin@wilmingtonnc.gov, to discuss street lighting options.
- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.

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.