



**Planning, Development
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DATE: 03.14.2018
TO: ProTrak
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Transportation Planning

■ **NHC HEALTH AND HUMAN SERVICES BLDG [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:

- General Site Notes refer to the “Town of Cary” standards. Please update to City of Wilmington on all notes and plan sheets.
- If pavement markings on site have weathered to the point they are not in accordance with the MUTCD standard of maintenance, do not show the markings as existing, and rather show them as proposed on the site plan.

TRAFFIC IMPACT:

- ❖ The site will be responsible for installing improvements listed in the TIA Approval letter for the NHC Health and Human Services Development TIA Approval, dated February 26, 2018.
- ❖ TIA improvements include (Note: current site plans do not show these improvements.):
 - a. Signalization of the intersection of Greenville Street and S. 17th Street, with a crosswalk with pedestrian signalization on the Northern Approach of S. 17th Street.
 - b. Signal Coordination of the intersection of Greenville Street and S. 16th Street.
 - c. Provide an Eastbound Right Turn Lane on Greenville Street. Maximize the distance of full storage between S. 16th Street and Site Access 1 and provide 50’ taper. (Note: current site plans do not show this improvement.)
 - d. Provide Site Access 1 (Greenville Street Access) with 1 ingress and 2 egress lanes marked as a left turn lane and right turn lane. Provide 75’ internal protected stem.
 - e. Provide Site Access 2 with 1 ingress and 1 egress lane, (left in, and left out only).
 - f. Provide 50’ internal protected stem.
- ❖ Coordinate with NCDOT/ WMPO the installation of the signal and crosswalk on S. 17th Street.

NCDOT:

The proposed Bus Drop Off must be coordinated with NCDOT/ WMPO.

TECHNICAL STANDARDS – NEW ROADS:

1. Show the TIA required changes to the intersection of Greenfield Street and S. 17th Street, including turn lanes, cross walks, pavement markings, stop bars, and signal equipment locations.
2. Show the new right turn lane on Greenfield Street between S. 16th Street and Site Access 1.
3. Install wheelchair ramps at corner of Greenfield Street and S. 17th Street, per NCDOT and/or City standards. The new ramps will be required on the Northern side of S. 17th Street, and both corners of Greenfield Street. Connect sidewalk with ramp.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

4. The proposed One-Way Bus Drop off Driveway does not appear to be discussed in the Scope, Trip Distributions and TIA Approval for this site. Please provide information on the amount of vehicle trips that will be using this driveway/ drop off area.
5. Provide dimensions for the proposed One-Way Bus Drop off driveway.
6. Provide a Vehicle Turning movement for the Bus Drop off Ingress and Egress movement. If the site is going to have “weaving maneuvers” for the bus to change lanes on S. 16th Street, provide this diagram.
7. Please show the location of the existing WAVE Transit Bus Stop on S. 17th Street and S. 16th Street.

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

8. 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\]](#)
9. The Greenfield Street driveway access is proposed to have 1 ingress and 2 egress lanes. The maximum three-lane driveway width is 36’. [\[7-9 CofW Tech Stds\]](#)
10. A pavement marking plan is required for all driveways greater than 36’ in width.

TECHNICAL STANDARDS – PARKING:

11. Drop off/pick up areas are required for daycare centers, schools and similar uses. Please label all drop off areas on the site plans. [\[Sec.18-553 CofW LDC\]](#)
12. 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\]](#)
13. Provide a turning movement analysis of a Fire engines and Buses on the site.

TECHNICAL STANDARDS – Barrier Free Design:

14. The proposed Handicap Access from the Bus Drop off does not show the ADA Accessible path from the handicap ramps to the building. Steps are in the direct path of the ramp to the building.
15. 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\]](#)
16. Placement of Van Accessible Plaque (R7-8P) with the Restricted Parking Sign (R7-8) **MUTCD Standard:**

08 Where parking spaces that are reserved for persons with disabilities are designated to accommodate wheelchair vans, a VAN ACCESSIBLE (R7-8P) plaque shall be mounted below the R7-8 sign.

MISCELLANEOUS:

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

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.