



**Planning, Development  
and Transportation**  
Transportation Planning  
305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402-1810

910 341-3258  
910 341-7801 fax  
www.wilmingtonnc.gov  
Dial 711 TTY/Voice

**DATE:** 05.18.2018  
**TO:** ProTrak  
**FROM:** Bill McDow  
Transportation Planning

■ **NHC HEALTH AND HUMAN SERVICES BLDG [TRC Plan Review #2]**  
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.

**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.
- ❖ Remaining TIA improvements include:
  - a. Submittal of Davenport or other plans for the signalization of the intersection of Greenville Street and S. 17<sup>th</sup> Street, with a crosswalk with pedestrian signalization on the Southern Approach of S. 17<sup>th</sup> Street.
  - b. Submittal of Davenport or other plans for the Signal Coordination of the intersection of Greenville Street and S. 16<sup>th</sup> Street.

**NCDOT:**

- ❖ Coordinate with NCDOT/ WMPO the installation of the signal and crosswalk on S. 17<sup>th</sup> Street.

**TECHNICAL STANDARDS – NEW ROADS:**

1. The plans do not comment on changes to the intersection of Greenfield Street and S. 17<sup>th</sup> Street, for turn lanes, and signal equipment locations.
2. Show the new right turn lane on Greenfield Street between S. 16<sup>th</sup> Street and Site Access 1.
3. The wheelchair ramps on the Eastern side of Greenfield Street and S. 17<sup>th</sup> Street appear to require an upgrade to meet ADA and NCDOT standard. The ramp at the new cross walk appears on the plan, however, the second ramp is not shown on the plan.

**TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):**

4. The proposed One-Way Bus Drop off unloading area appears to be approximately 40' long and flush with the travel lane. Please show a curb transition from standard curb to header curb to separate the drop off lane section (asphalt) from the flush sidewalk, (concrete sidewalk and header curb), which is adjacent to the drop off lane.

5. I was unable to receive the bus turning movement submittal, please resubmit to Transportation Planning or the Project Planner. 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. 16<sup>th</sup> Street, provide this diagram.

**TECHNICAL STANDARDS – PARKING:**

6. I was unable to receive the variance requests, please resubmit to Transportation Planning or the Project Planner. 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\]](#)
7. I was unable to receive the turning movement submittals, please resubmit to Transportation Planning or the Project Planner. Provide a turning movement analysis of a Fire engines and Buses on the site.

**TECHNICAL STANDARDS – Barrier Free Design:**

8. Provide signage or other directions/ arrows to indicate the ADA Accessible path from the Bus Drop off to the building. Steps are in the direct path of the ramp to the building.
9. The S. 17<sup>th</sup> Street Frontage has access via stairs, however, access along the remaining ~700’ frontage is not accessible to handicap persons. Please show a ramp or another pedestrian access point from the S. 17<sup>th</sup> Street sidewalk to the building.

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.