DATE: 06.26.2017
TO: ProTrak
FROM: Bill McDow
Transportation Planning

**3RD STREET TRANSIT STATION [TRC Plan Review]**

*Initial Review Note*

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CoW LDC) and City of Wilmington Technical Standards and Specifications Manual (CoWTSSM) 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:**
- Identify any parking meters and marked parking stalls on the plan. If parking spaces are proposed to be moved or removed, please contact Chance Dunbar, Parking Manager, at (910) 342-2786, chance.dunbar@wilmingtonnc.gov to coordinate their temporary or permanent removal.

**TRAFFIC IMPACT:**
- A Traffic Impact Analysis (TIA) may be required for this development. Please provide an estimated Trip Generation for the proposed Transit Station and 4604 SF Building. Please list the estimate using the ITE LUC (ite land use code xxx), total driveway volume in the AM peak hours, total driveway volume in the PM peak hours and average weekday 2-way driveway volume. Please contact Amy Kimes, PE at (910)473-5130, amy.kimes@wilmingtonnc.gov to discuss the TIA review process and begin the scoping discussion.

**TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):**
1. Driveways shall be City-standard ramp-type driveways. Show appropriate City standard detail(s) on plan. [Chapter VII, Detail SD 8-02 (curb) CoWTSSM]
2. 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 CoWTSSM]
3. The proposed 3rd Street Driveway is a one-way driveway that exceeds the maximum width for a two-way driveway. 16’ to 20’ is the typical limit for one way driveways. Vehicle Auto Turns Maneuver movements will be required for the 31.8’ wide one-way driveway. A variance may be required for the driveway configuration. [7-9 CoW Tech Stds]
4. The wide One Way driveway appears to be unsafe for pedestrians and may encourage illegal traffic maneuvers.
5. The Campbell Street Employee Driveway has a radius style driveway. Driveway flares may be required to make the turns out of this drive.
6. No Parking signs will be required near Campbell Street driveway.
7. A pavement marking plan is required for the site driveways.
8. Site has multiple marked High Visibility Cross walks in the site. If the curb is flush in the area, provide a note on the plans.
9. Brick Streets in the area should be maintained.
10. N. 4th Street Driveway has only one flare, (right out). Since the driveway has not been engineered to prohibited buses from making left turns, a second flare is needed. Install the second flare on this driveway.
11. Ensure the area around the 4\textsuperscript{th} Street driveway is marked as a no-parking area. No Parking signs must be approved by Traffic Engineering.
12. The proposed sidewalk connection at the southern side of the driveway, places pedestrians in the path of buses. Also, right turning vehicles will be hindered in their ability to see and stop for pedestrians using the cross walks.
13. Show overhead canopy height.
14. The proposed sidewalk connection from 3\textsuperscript{rd} Street creates a hazard for pedestrians crossing while buses are attempting right hand turns into the transit station. Provide Right Turning Vehicles Must Yield to Pedestrians Signs.
15. Please reposition the sidewalk on the opposite side of the driveway. The 45’ wide motor operated gate appears to cut the sidewalk access off to the site.
16. Distinguish between proposed and existing sidewalk(s). Sidewalks and corner wheelchair ramps must be improved to meet ADA requirements.
17. Provide sidewalk detail SD 3-10 on the plan.
18. Show all adjacent traffic signs and pavement markings on the plan. \[\text{Sec. 18-529(b)(2) CofW LDC}\]
19. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.
20. Show and apply the City’s 20’x70’ sight distance triangle at each driveway and the City’s 46’x46’ sight distance triangle at each street corner intersection on the site plan and landscaping plan. \[\text{Sec.18-529(c)(3)CofW LDC}\] Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30”-10’. \[\text{Sec.18-566 CofW LDC}\]

**TECHNICAL STANDARDS – PARKING:**

21. The original site had on-street parking present. At least one (1) On Street Parking Space on 3rd Street appear to be lost due to this project.
22. Show/Dimension bus parking stalls, and radii. \[\text{Sec. 18-529(b)(2) CofW LDC}\]
23. 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. If the travel way will not be used for emergency service vehicles or truck traffic, you may request a tighter radius, the minimum is 15’. This request must be made in writing (an email message is acceptable). \[\text{Chapter VII, Detail SD 15-13 CofWTSSM}\]
24. The large 36’ wide landscaping area behind the employee parking is not defined. Twenty-four feet (24’) is the minimum drive aisle width behind perpendicular parking.
25. The proposed ADA Drop off/pick up areas do not meet minimum requirements for HC parking areas. An accessible aisle is required for these spaces. \[\text{Sec.18-553 CofW LDC}\]
26. The site appears to have landscaping adjacent to the bus movement areas. Provide curb and gutter around the vehicular movement areas, to give the required protection between vehicles and landscaped areas within vehicular areas.

27. Provide a turning movement analysis of a 40 passenger Bus and Fire Engine at the Southern Bus pick-up and drop off locations within the site.

TECHNICAL STANDARDS – Barrier Free Design:

28. ADA Drop off Area on Campbell does not appear to be a regular Handicap Parking space, due to lack of an Accessible Aisle, (River Place Plan has HC Parking with the Access Aisle).

29. The HC parking space in the Employee lot is not Van Accessible. Provide an 8’ wide Access Aisle.

30. ADA Path to buildings does not show a handicap ramp to the 4′ sidewalk. ADA path goes into the parking lot and behind parked cars, instead of directly to sidewalk via a handicap ramp. Also Sidewalk is only 4′ width at Thomas Building.

31. The proposed bus pick-up and drop off area has 3” speed tables with two 10’ sloped areas and one 10′ speed table. Please ensure the buses and fire engines can safely cross these tables.

32. The 4′ sidewalk as proposed where adjacent to 90 degree parking spaces does not meet ADA requirements. An allowance for a 2.5′ vehicle overhang and clearance from the ornamental fence must be considered. 4′ of the sidewalk must remain clear for pedestrian use. [Chapter VII, Detail SD 15-13 CoFWTSSM]

33. Please show location of handicap ramp(s) and signs and provide details on the plan. Handicap signs will be required in the ADA drop off area, to prevent unauthorized vehicle parking.

34. Note the required and proposed number of handicapped spaces in the development data. [Sec. 18-529(b)(2) CoFV LDC]

35. 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) CoFV LDC]

GENERAL NOTES TO ADD TO THE PLAN:

A. All pavement markings in public rights-of-way and for driveways are to be thermoplastic and meet City and/or NCDOT standards. [Detail SD-13 CoFV Tech Stds]

B. All signs and pavement markings in areas open to public traffic are to meet MUTCD (Manual on Uniform Traffic Control Devices) standards. [Detail SD 15-13 CoFV Tech Stds]

C. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.

D. All parking stall markings and lane arrows within the parking areas shall be white.

E. 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.

F. Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.

G. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [SD 15-14 CoFV Tech Stds]

H. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.

MISCELLANEOUS:

- Contact Traffic Engineering at 341-7888 to discuss street lighting options.
- Contact 342-2786 to discuss proposed removal/reconfiguration/ construction sequencing related to on street parking spaces.

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.