



**Planning, Development
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DATE: 07.09.2019
TO: ProTrak
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■ **NHRMC DISTRIBUTION EMS WAREHOUSE [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:

- 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 project has proposed a change of use of the 290,303SF building, from the LUC Warehouse usage to multiple land uses. The site data table shows (Land Use Code) LUC 710 General Office, LUC 760 Research & Development, and LUC 150 Warehouse for 277,500 SF of the building usage. Please provide land use data for the remaining 12,803 SF.
- ❖ Please provide the estimated trip generation for the existing and proposed land uses within this project.
- ❖ Based upon the proposed land uses, and proposed changes in intensity for these uses, a net increase in vehicle trips in the AM Peak Hour and PM Peak Hour is anticipated. If the net increase exceeds 100 Trips in the AM Peak Hours or PM Peak Hours, a Traffic Impact Analysis (TIA) will be required for this development based on the net increase in estimated trips generated by this use.

NCDOT:

- The project appears to make a two-way drive aisle that is parallel to North 23rd Street and connects to the proposed driveways. The use of this drive aisle must be approved by NCDOT, per requirements for an internal length of a Driveway Stem.
- Please show any proposed turn lanes, traffic signals or Emergency Lights or Pedestrian Flashing lights proposed for this site.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Non-Major Thoroughfares):

1. The proposed driveway along J. R. Kennedy does not appear to meet the minimum 60' corner clearance for a side street off a major thoroughfare. [\[7-13 CofW Tech Stds\]](#) Additional corner clearance may be requested if the site has turn lanes for S. 23rd Street.

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

2. The site is closing existing driveways on N. 23rd Street. The plan sheets (C3.1, and C 4.1) show both the new driveways and existing driveways that are being closed. Please revise.
3. Provide a sidewalk connection between the site and the public sidewalk.
4. The site appears to be missing sidewalk along JJ.R. Kennedy Drive, and internally to the rescue vehicle area and fueling station.
5. Show all adjacent traffic signs and pavement markings on the plan. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

TECHNICAL STANDARDS – PARKING:

6. The site features a fueling island. Please show the dimensions of the drive aisles and curb radius leading to the fuel island. City Fire Engines may require a minimum R20' to R25' radius to reach this portion of the parking lot.
7. Please provide regulatory and guide signs and pavement markings for the project. If the fueling area is One-Way, provide the One Way markings, Signs and directional arrows.
8. Please identify the areas of overhead clearance and label the clearance height.
9. The docking area appears to have a ramp leading to the loading dock. Please show any railings, elevations, protective signage/ markings and protective fencing in this area for the elevated ramp and loading dock.
10. The backing stub is to be 10' deep by 15' wide. Please dimension. [\[Chapter VII ,Detail SD 15-12 CofWTSSM\]](#)
11. Provide a turning movement analysis of the proposed largest delivery vehicle at loading dock location and fuel delivery tanker at fueling island.

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.