



**Planning, Development
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DATE: 09.25.2018
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■ **SALVATION ARMY CORPS COMMUNITY CENTER & CENTER OF HOPE [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.

TRAFFIC IMPACT:

- ❖ Per the Institute of Transportation Engineers (ite) Trip Generation 10th Edition, 2017, Microtrans trip Generation Software; the estimated Trip Generation for the proposed Community Center and Center of Hope Shelter land uses. Please use the PROPOSED USE + INTENSITY with the appropriate (ite land use code____) a format that shows ____ total driveway volume in the AM peak hours, ____ total driveway volume in the PM peak hours and ____ average weekday 2-way driveway volume.
- ❖ If the total estimated trips for the project meets a minimum of 100 new trips in the AM or PM Peak Hour Period a Traffic Impact Analysis (TIA) may be required for this development.

NCDOT:

The site plan proposes to connect to the NCDOT TIP for the Scientific Park Drive Extension project. Please show the connection and details from this TIP project on the plan.

TECHNICAL STANDARDS – NEW ROADS:

1. The proposed William Booth Blvd, which appears to terminate without connecting to Kornegay Avenue, exceeds the maximum length of 500' for a Cul-De-Sac. [Chapter VII, Sec.B (2) CofWTSSM] Please connect the street to the Kornegay Avenue intersection or provide a turnaround at the end of the street.
2. The proposed Non-residential Collector Street cross section does not have on-street parking locations marked on the site plan.

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

3. The street cross section for the Non-residential Collector Street requires sidewalk on both sides of the street. Please revise the site plans to show sidewalk on both sides of William Booth Blvd per the SD for a Non –Residential Collector Street. [\[Detail SD 3-01.1\) CofWTSSM\]](#)
4. Provide a sidewalk connection or internal sidewalk between the athletic fields/ courts and the public sidewalk on William Booth Blvd. The sidewalks must meet ADA requirements for accessibility.
5. Show the location of any proposed bleachers or other type seating adjacent to the softball fields, volleyball courts and soccer fields.
6. Please provide a hard surface or access road around each of the proposed buildings/ fields for Fire and Rescue Vehicle Access.

TECHNICAL STANDARDS – PARKING:

7. Please show the location of any proposed safety fencing along Martin Luther King Jr. Parkway or the Hurst Branch and Stormwater Ponds.
8. Drop off/pick up areas are required for daycare centers, schools and similar uses. [\[Sec.18-553 CofW LDC\]](#)
9. 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\]](#)
10. Provide bicycle parking in accordance with Section 18-528 of the City of Wilmington Land development Code. Add the number required and proposed to the site development data. [\[Sec.18-528 CofW LDC\]](#) The 5 bicycle spaces proposed do not meet the requirements of the LDC for lot between 25 and 125 parking spaces. It is also recommended to have some bicycle parking spaces near the athletic fields.

TECHNICAL STANDARDS – Barrier Free Design:

11. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) and buildings to the athletic fields and volleyball courts. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

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.