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**DATE:** 11.13.2018  
**TO:** ProTrak  
**FROM:** Bill McDow  
 Transportation Planning

■ **THE COURTYARD AT MIDTOWN VILLAGE [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:**

- ❖ A Traffic Impact Analysis (TIA) is in progress for this project, (The Courtyard at Shipyard Commons TIA).
- ❖ The project will be required to implement TIA improvements for this TIA.

**NCDOT and CITY OF WILMINGTON:**

The Site along the Shipyard Blvd Multi-Use Trail, which is part of the Approved NHC /City of Wilmington Comprehensive Greenway Plan. The project must coordinate with the City of Wilmington Engineering Department to show the required 10' Shipyard Blvd Multi-Use Trail.

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

1. Please show the 10' Wide Shipyard Multi-Use Path on the site plan, instead of 5' sidewalk. The site should coordinate with City Engineering and Traffic Engineering to determine the design requirements for the MUP.
2. Please coordinate the placement and alignment of the Shipyard Multi-Use Path with Traffic Engineering to ensure utilities, traffic signal facilities and equipment in front of the development, (including Fiber Optic Cable, buried cable, Traffic Engineering Vaults, etc.), are shown and located on the plan. If specific Traffic Signal Equipment must be relocated, please show the relocated equipment on the site plan. Contact Traffic Engineering at 341-7888 for help in identifying these.
3. The proposed street tree at the intersection of the Private Road and Pickard Road is located in the City 46'X46' Sight Distance Triangle. Based upon the sight distance triangles, it appears that the street tree will have to be removed/ relocated on the landscape plan. Please revise the Sight Distance Triangles and remove/relocate the street tree from the SDT at this location.

4. The intersection of the Private Road and Park Sterling Driveway will required the City 20'X70' Sight Distance Triangles. Based upon these sight distance triangles, it appears that at least one street tree will have to be removed/ relocated on the landscape plan at this driveway. Please revise the Sight Distance Triangles and remove/relocate the street tree(s) from the SDT at this intersection.
5. The intersection of the Private Road and main site driveway will required the City 20'X70' Sight Distance Triangles. Based upon these sight distance triangles, at least 2-3 street trees will have to be removed/ relocated on the landscape plan. Please revise the Sight Distance Triangles and remove/ relocate the street tree(s) from the SDT at this location.

**TECHNICAL STANDARDS – PARKING:**

6. The site plans appear to be showing a Drop Off/ Pick-up area. Please label this Drop off/pick up area on the site plan. [[Sec.18-553 CofW LDC](#)]

**TECHNICAL STANDARDS – Barrier Free Design:**

7. The landscaping plans, (sheet L-7) show trees located in the center of the sidewalks along the Eastern and Western Sides of the Office Buildings, which appear to interfere with ADA requirements for the sidewalk. The proposed tree grates appear to be restricting clear pedestrian access near the building and door entrances. A minimum 4' of the sidewalk must remain clear for pedestrian use, 5' is preferred. The clearance area must allow turning areas for wheel chairs. [[Chapter VII, Detail SD 15-13 CofWTSSM](#)] The tree grate Placement must allow for the minimum of 4' clear sidewalk area. Please revise.

**GENERAL NOTES TO ADD TO THE PLAN:**

- A. Install reflectors per City and NCDOT standards. Traffic Engineering must approve of pavement marking layout prior to actual striping.

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.