



**Planning, Development
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DATE: 11.15.2017
TO: ProTrak
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Transportation Planning

■ **BRADLEY CREEK STATION [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:

- Please provide a demolition sheet to show existing items that will be removed from the site.
- If NCDOT requires a right turn lane, please show it as a separate plan sheet or special detail for the project, on the site plan.

TRAFFIC IMPACT:

- ❖ Please provide the estimate Trip Generation for this project. The Trip Generation should follow the typical format: Per the Institute of Transportation Engineers (ite) Trip Generation 9th Edition, 2012, Microtrans trip Generation Software; the estimated Trip Generation for the proposed **LIST PROPOSED USE + INTENSITY** (ite land use code xxx) is xx total driveway volume in the AM peak hours, xx total driveway volume in the PM peak hours and xx average weekday 2-way driveway volume.
- ❖ If a Traffic Impact Analysis (TIA) has been started for this project, please provide the name for the TIA and an update on project status for this TIA.

NCDOT:

- It is the Applicant’s responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact NCDOT at 910. 251.2655. Please note additional comments may be forthcoming once coordination occurs.
- If a Turn Lane or other improvement is required by the NCDOT driveway permit process, it must be incorporated into the site plans for this project.
- The site driveway on Oleander Drive must show compliance with the minimum Driveway Stem length.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. Due to the alignment of the site driveway and Victory Gardens Drive, a variance may be required for the 75’ minimum property line offset distance.

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

2. The proposed driveway on 58th Street appears to have created a negative offset conflict with turning vehicles from the site and Marguerite Drive. The site will be required to align the driveway with the street or shift the driveway well beyond the street.
3. The proposed paving of 58th Street appears to end prior to the end of the 58th Street ROW and property frontage on this street. Please revise and extend the pavement beyond the driveway.

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

4. Note which existing driveways will be closed. Extend the curb along these driveways and restore the verge area to match the existing/proposed.
5. 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 CofWTSSM\]](#)
6. Dimension driveway tapers. [\[Sec.18-529 CofW LDC\]](#)
7. Distinguish between proposed and existing sidewalk(s) and provide dimensions.
8. Provide a minimum drive aisle on the Eastern side of the building that will support Fire Engine and Rescue Vehicle Traffic. The current 15' drive aisle is less than the minimum Fire Access roadway width.
9. Sidewalk and possible curbing is required for Park Avenue.
10. For the City site plans, please limit the SDT to the 20'X70' SDT. [\[Sec.18-529\(c\)\(3\)CofW LDC\]](#)
11. The sight distance for the Oleander Drive Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [\[Sec.18-566 CofW LDC\]](#)

TECHNICAL STANDARDS – PARKING:

12. Please show truck turning movements to the dumpster location for a Trash Truck and Fire Engine.
13. Provide a turning movement analysis of a Fire Engine on each side of the building location.
14. Based upon the required parking spaces, (417 vehicle parking spaces), the maximum amount of Bicycle spaces required for the site will be 20 parking spaces. [\[Sec.18-528 CofW LDC\]](#)
Graphically indicate on the plans the location of bike parking.

TECHNICAL STANDARDS – Barrier Free Design:

15. Wheel chair ramps are required for sidewalks. Please show the location of handicap ramp(s) and signs and provide details on the plan.

GENERAL NOTES TO ADD TO THE PLAN:

- A. Install reflectors per City and NCDOT standards on 58th Street. Traffic Engineering must approve of pavement marking layout prior to actual striping.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.

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.