



**Planning, Development
and Transportation**
Transportation Planning
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DATE: 12.09.2019
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■ **NHRMC DISTRIBUTION EMS WAREHOUSE [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:

- ❖ As previously stated, the project has proposed a change of use of the 290,303SF building, from the LUC Warehouse usage to multiple land uses. Please provide the updated Land Use Codes and Intensity for the project.
- ❖ The site data table shows (Land Use Code) LUC 710 General Office for 30,000 SF, and LUC 150 Warehouse for 100,000 SF. The remainder of the building usage has not been specified. Please provide land use data for the remaining building SF.
- ❖ The TIA scope for this project must be updated. Please coordinate with the Traffic Engineer Ramey Kemp Associates, to 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 TIA scope for this project has indicated the J.R. Kennedy Drive may not be a permitted access for the project. Please verify that this access will be allowed for the project.
- ❖ If the overall access along JR Kennedy is permitted, NCDOT and the WMPO Scoping process has identified a concern that one or more access points on J.R. Kennedy Drive must be closed:
 - a. The access closest to N 23rd Street along JR Kennedy will not be allowed.
 - b. The southern access to N 23rd Street will not be allowed.
- ❖ Please show the status of J.R. Kennedy as an approved driveway/ street access point and then close the proposed access points closest to 23rd Street.

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

1. The 36' driveways on J.R. Kennedy Drive will require pavement markings, to meet City Technical Standards. Please revise.
2. The site appears to be missing sidewalk along J.R. Kennedy Drive, and internally to the rescue vehicle area and fueling station.

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.