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DATE: 11.20.2012

TO: ProTrack

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■ **THE LOFTS AT RANDALL PARKWAY (Multi-Family) [TRC 11.20.2012]**

☞ 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.



BASE INFORMATION:

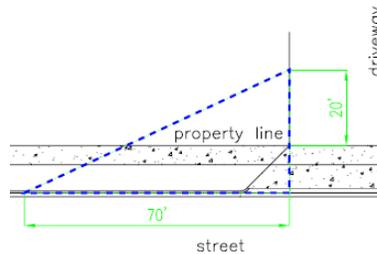
- Revise all sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent traffic signs, lane configurations, traffic control devices and pavement markings on the site inventory plan. Please refer to the Technical Standards and Specifications Manual (link is below) Ch. VII C.1.a.2. for specific information and distance requirements. Contact Traffic Engineering at 341-7888 if you need assistance locating these elements.
- Show the future pavement and curb location that will exist once the (City) Randall widening project is complete. I believe this information has been given to you in the past in an autocad format. If the sequencing of this development occurs prior to the completion of the City's project, install the city standard driveway apron to the future curb and then fill with asphalt to the existing edge of pavement as a temporary measure until the widening is complete.
- Add the SRB conditions and council site related requirements to the plans.
- Note that until such time that the widening project is completed, there is no access to the site traveling westbound on Randall Parkway. There are no u-turn facilities in the existing configuration of the Kerr and Randall intersection. Increase the site plan to show the Kerr and Randall intersection and the entirety of the island towards Collegiate Drive. Add a note to the plans indicating that if at the time of request for a certificate of occupancy, the widening has not been completed, the developer will be required to add No U-Turn signage to both ends of the island (and coordinate with Traffic Engineering with regard to temporary ordinance) prior to the issuance of a certificate of occupancy.

TRAFFIC IMPACT:

- ❖ Per the Institute of Transportation Engineers (ite) Trip Generation 8th Edition, 2008, Microtrans trip Generation Software; the estimated Trip Generation for the proposed **18 dwelling units of apartments** (ite land use code 220) is 13 total driveway volume in the AM peak hours, 28 total driveway volume in the PM peak hours and 233 average weekday 2-way driveway volume.
- ❖ A Traffic Impact Analysis (TIA) will not be required for this development if the above information is consistent with the proposed use. Contact Transportation Planning prior to resubmitting plans if the intended use of the site is different than what is outlined above.

TECHNICAL STANDARDS:

1. Driveways for lots along major thoroughfares must at least 75' offset from property lines to the curb line.
2. Show driveways for adjacent lots and lots across the street.
3. 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]
4. Provide sidewalk detail SD 8-15 on the plan.
5. Show all adjacent traffic signs and pavement markings on the plan. [Sec. 18-529(b)(2) CofW LDC]
6. Show and apply the City's 20'x70' sight distance triangle at the driveway on the site plan and landscaping plan. [Sec.18-529(c)(3)CofW LDC] 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]



Note: Sight Distance Triangle should be applied to the current and future Randall Parkway Curb/Apron connection.

7. Dimension parking radii. [Sec. 18-529(b)(2) CofW LDC]
8. The minimum radius is 25' for any portion of a parking lot adjacent to a travel way (i.e. islands at the end of a parking bay) for parking that is open to the public.
9. Provide additional dimensions to clearly indicate the drive aisle widths at areas where proposed improvements alter the width.
10. Provide a turning movement analysis of truck and emergency vehicle access.
11. In the development data table it states 5 bicycle spaces required – revise to conform to the 20 spaces required by City Council.

REVISIONS TO NOTES ON THE PLAN:

12. Please revise notes #1 and #7 on sheet C2.01 to reflect the following verbiage:
 - #1: All traffic control signs and markings off the right-of-way are to be maintained by the property owner **in accordance with MUTCD standards.**
 - #7: Remove reference to Tom Platt.

GENERAL NOTES TO ADD TO THE PLAN:

- A. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.
- B. Where applicable, install reflectors per City and NCDOT standards. Traffic Engineering must approve of pavement marking layout prior to actual striping.
- C. Any broken or missing sidewalk panels and curbing will be replaced.
- D. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [SD 15-14 CofW Tech Stds]

MISCELLANEOUS:

- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.

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.