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DATE: 01.23.2014

TO: ProTrak

FROM: Bill McDow
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■ **101 N THIRD ST [TRC 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:

- Coordinate with Traffic Engineering to ensure all traffic control devices, traffic loops and traffic infrastructure is accurately illustrated in the existing conditions on and surrounding this parcel. Please refer to the Technical Standards and Specifications Manual 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 all Signal Infrastructure on the site plan.

TRAFFIC IMPACT:

- ❖ 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.

NCDOT:

It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact Allen Hancock, PE at 910.251.2655. Please note additional comments may be forthcoming once coordination occurs.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

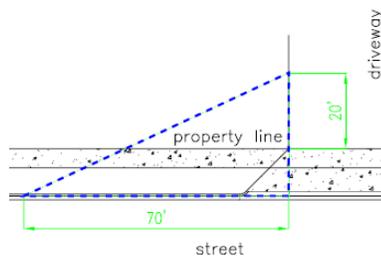
1. Due to the constrained nature of the driveway access and drive thru lanes, applicant must verify that standard vehicles, (19' passenger vehicles and full size pick-up trucks and SUVs) can enter and exit the drive thru lanes. Provide Autoturns movements for these vehicles on the site plan or as a detail for the site plans.
2. All traffic signal facilities and city-owned streetlight equipment located along the site property lines and/or within the limits of construction shall be shown on the plans. Contact City of Wilmington Traffic Engineering at 910-341-7888 for help in locating these facilities.
3. Any traffic signal infrastructure adjustments, including overhead or underground signal system fiber communication lines, are the responsibility of the applicant/developer.
4. The City shall be notified immediately of any traffic signal facilities damaged during construction.
5. Damaged facilities shall be replaced, at contractor/developer expense.
6. All traffic signal plans and traffic signal plan revisions are to be included in the construction plans for release, approved and implemented prior to issuance of any certificate of occupancy.

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

7. The driveway curb return must be at least 6.5' from intersecting property lines. [[Chapter VII, C, Table 4 CofWTSSM](#)]

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

8. 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](#)]
9. Dimension driveway widths and tapers. [[Sec.18-529 CofW LDC](#)]
10. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.
11. Show and apply the City's 20'x70' sight distance triangle at each driveway distance triangle 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](#)]



TECHNICAL STANDARDS – PARKING:

12. The standard parking spaces within the building have a 19.2' drive aisle will not allow vehicles to safely exit the space. This aisle is too small for 90 degree parking. Redesign the parking area to accommodate physical requirements for standard vehicles. Provide autoturns movements if the proposed drive aisle is to be constructed less than 24'.
13. The three proposed on-street parking spaces on Princess Street must be revised. 18' parking space on Princess Street is within the turning radius for vehicles attempting to make a right turn out of the drive thru exit lane. Vehicles exiting this lane will not be allowed to cross the centerline and enter the path of oncoming traffic for Princess Street.
14. The minimum standard vehicle parking space size is 8.5' in width by 18' in length.
15. The proposed parking areas and drive thru lanes must have the minimum radius of 25' for any portion of a parking lot adjacent to a travel way (i.e. painted islands at the end of a parking bay) for parking that is open to the public. If the travel way will not be used for emergency service vehicles or truck

traffic, you may request a tighter radius, [this request must be made in writing (an email message is acceptable)], however, due to the locations of the building columns a 20' radius may be lowest radius that may work for this application. [Chapter VII, Detail SD 15-13 CofWTSSM]

16. Protection from vehicles is required around all required landscaped areas within vehicular areas.
17. Protection from vehicles is needed for the building columns within the parking areas. It is recommended that the applicant consider using reflective material to make the columns more visible.
18. Provide wheel stops for parking spaces perpendicular to any proposed retaining walls to allow for car overhang and prevention of cars hitting the wall. A minimum 2.5' of vehicle overhang must be used.
19. If roll away carts are not being used for trash collection, show movements for trash trucks on the site.
20. The proposed backing stub is non-standard. Backing stubs must be 10' deep by 15' wide. Please revise backing stub and provide dimensions. [Chapter VII ,Detail SD 15-12 CofWTSSM]
21. Although not a requirement, it is requested the Applicant consider adding some bicycle parking. Please add the required number and the proposed number to the site data table and graphically indicate on the plans the location of bike parking. [Sec.18-528 CofW LDC]

TECHNICAL STANDARDS – Barrier Free Design:

22. Please show location of handicap ramp(s) and signs and provide details on the plan.
23. Show accessible path on the site plans. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [Sec. 18-529(b)(2) CofW LDC]
24. Show locations where the sidewalk will be closed or restricted on the site plan. Applicant shall contact Skipper Funderburg, Skipper.Funderburg@wilmingtonnc.gov to coordinate necessary permits and pedestrian protections for the sidewalk closure/ restrictions during this construction. [Sec. 11 CofW LDC]

CITY OF WILMINGTON NOTES TO BE REVISED ON THE PLAN:

25. Revise #14 as follows:
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.

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.
- B. Contact Traffic Engineering at 910-341-7888 forty eight hours prior to any excavation in the right of way to ensure that all traffic signal facilities and equipment are properly located.
- C. Immediately notify City of Wilmington Traffic Engineering at 910-341-7888 if any traffic signal facilities or City-Owned streetlight facilities are damaged.
- D. Damaged facilities shall be replaced, by an approved contractor, according to standard NCDOT replacement schedules and current NCDOT design standards.
- E. All repair/replacement of traffic signal infrastructure shall be coordinated with the City of Wilmington Traffic Engineering Division.

MISCELLANEOUS:

- ❖ Contact 342-2786 to discuss proposed removal/reconfiguration/ construction sequencing related to on street parking spaces.

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.