



**Planning, Development
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DATE: 3.6.2016
TO: ProTrak
FROM: Bill McDow
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■ **Circle K Convenience Store [TRC Plan Review #3]**

↻ 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.

NCDOT:

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

TECHNICAL STANDARDS – NEW ROADS:

1. The private road off Carolina Beach Road can be set up as a driveway/ access road to this site and the adjacent property. The road will not be required to meet street standards. Ensure the pavement meets the requirements for truck traffic.
2. The t-intersection must meet the minimum 100' internal stem clearance for a cross access for a NCDOT approved driveway. The 100' stem is measured from the ROW line. Please ensure the stop bars and stop signs are not within the area of the cross access.
3. Show the future driveway stubs to the adjacent properties.
4. The minimum street corner radii is 35'. [7-5 CofW Tech Stds]

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

5. The standard parking space is 8.5' X 18'. The sight plan proposes 16.5' parking spaces, which requires a vehicle overhang beyond the 16.5' parking area. A wheel stop or vertical curb must be used to designate the end of the parking space and limit the vehicle overhang to no more than 2.5'.
6. 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. If the travel way will not be used for emergency service vehicles or truck traffic, you may request a tighter radius, the minimum is 15'. This request must be made in writing (an email message is acceptable). [Chapter VII, Detail SD 15-13 CofWTSSM]
7. The proposed bollards shall not act as wheel stops for the parking spaces when flush curb is used. Vehicles shall be stopped with either raised curbing or 4" or 6" high wheel stops.

8. Please revise Bike Rack per City of Wilmington Bike Rack Details. Minimum bike parking shall be 2'X6' from the edge of the bike rack. Bike rack must have minimum clearance space around the bike and the rack.
9. The proposed bicycle parking spaces appear to be too close to the face of the building. The position of the bike racks appear to be less than 2' from the face of the building, which would limit bicycles being placed between the rack and the face of the building. Additionally, the racks only allow 4.17' between the bike rack and the bollards, therefore, the handlebars of the bicycle (3' standard width) will extend into the minimum 4' of clear pedestrian space allocated to the sidewalk area per ADA requirements.
10. The combination of the Bollards and bicycle parking spaces appear to be blocking the sidewalk area. Please remove the bollards so the entire sidewalk area can be used or move the bicycle parking to the Eastern side of the building.
11. The proposed site plan shows curb cuts, (note S2). Will these curb cuts drain to adjacent properties? If these cuts drain to other properties, they must be included in the Stormwater Calculations for this site.
12. The site plan appears to be closing existing curb cuts for driveways along the frontage of this property. Note which existing driveways will be closed. Extend the curb along these driveways and restore the verge area to match the existing/proposed.

TECHNICAL STANDARDS – Barrier Free Design:

13. The proposed bollards and handicap signs appear to be blocking the use and required clear pedestrian area around the handicap ramp. The sidewalk, handicap spaces and ramps must meet ADA requirements. An allowance for a 2.5' vehicle overhang may be considered for vehicle overhang. 4' of the sidewalk must remain clear for pedestrian use. All proposed signs, bollards, etc., must remain clear of the area and not interfere with the 4' pedestrian clearance. The bollards and handicap signs appear to be interfering with the 4' pedestrian clearance. [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)

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.