



**Planning, Development
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DATE: 02.27.2018
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **HENDRICK HONDA [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:

- The proposed NCDOT ROW is listed on the existing conditions, however, it is not clearly shown on the site plan sheets. Please revise to show the ROW location on all plan sheets.

TRAFFIC IMPACT:

- ❖ The proposed project shows turn lanes on Market Street. These improvements along with the NCDOT TIP project U-4902-C, must be shown on the plan, (such as a typical for the median).
- ❖ 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.
- ❖ A traffic study has been submitted for this site that requests a waiver for the regular Traffic Impact Analysis (TIA). Please contact Fredric Royal, PE at (910) 772-4170, Fredric.Royal@wilmingtonnc.gov to discuss the status of the waiver request for the TIA and to review the TIA process.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. The site has proposed street style driveways with R40' radius. The radius must be reduced to prevent high speed vehicle ingress and egress on the site. R25' to R30' is typical. NCDOT may allow a radius that exceeds R30' radius if the site anticipates a high number of Large Trucks.

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

2. Dimension driveway widths and tapers. [[Sec.18-529 CofW LDC](#)]

3. The site has multiple locations where 4' sidewalk is provided instead of standard 5' Sidewalk. The 4' sidewalk is adjacent to vehicular areas at the southern and eastern sides of the building. Please increase the sidewalk width to a minimum of 5'.
4. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.
5. The site plans show a NCDOT Sight Distance Triangle instead of the City 20'X70' SDT.
6. The ISD exhibit for the site appears to show the starting location for the design vehicle at the existing Edge of Pavement. Please clarify whether the ISD was analyzed for the Future ROW.
7. Provide a sidewalk connection to the western parking lot and future multi-use path.
8. The island and swinging gates adjacent to the 14' drive aisles is on the Fire and Rescue Vehicle path. Fire Lanes/Routes must be greater than 14'. Please increase to a minimum of 16', (20' preferred).
9. Please show the ISD sight lines on the Landscape plan, especially the case for the Right Turning vehicle.

TECHNICAL STANDARDS – PARKING:

10. The Fire and Rescue Vehicle Access route appears to be to the north of the Carwash. 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'. [[Chapter VII, Detail SD 15-13 CofWTSSM](#)] Please revise the landscape islands adjacent to the last row of inventory to R25' to allow Fire and Rescue vehicle access in this area.
11. The incoming traffic for the primary driveway appears to come directly to the section of Flush curb at the northern portion of the building. This portion of the site is a pedestrian/ display area, however, there are no barriers to prevent a vehicle from continuing forward and potentially striking the building.
12. The site has a large number of employee and customer parking spaces. Provide bicycle parking in accordance with Section 18-528 of the City of Wilmington Land development Code for these parking spaces. Add the number required and proposed to the site development data. [[Sec.18-528 CofW LDC](#)]

TECHNICAL STANDARDS – Barrier Free Design:

13. The sidewalk adjacent to the car wash does not appear to meet ADA requirements. Please provide 5' sidewalk in this area.
14. The proposed handicap signs on the northern portion of the building appear to be located within the 2.5' vehicle overhang. When sidewalks or signage is adjacent to 90 degree parking spaces, an allowance for a 2.5' vehicle overhang must be considered. [[Chapter VII, Detail SD 15-13 CofWTSSM](#)]

GENERAL NOTES TO ADD TO THE PLAN:

- A. Any broken or missing sidewalk panel, driveway panels and curbing will be replaced.

MISCELLANEOUS:

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