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**DATE:** 03.27.2014  
**TO:** ProTrak  
**FROM:** Bill McDow  
 Transportation Planning

■ **TEMPLE OF ISRAEL SCHOOL/SOCIAL CENTER [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.



**BASE INFORMATION:**

- Identify the location of any proposed Fire Hydrants on the plan.

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

1. The proposed cross section for Meadow St may have to be granted a variance. Also the proposed site plan shows the pavers ending prior to the edge of the property line. What is the plan to complete the roadway on Meadow St from 9<sup>th</sup> St to the edge of the property and connect to the one-way driveway entrance and exit? Show a cross-section detail for the final section of Meadow St along your frontage (including curb type, pavement and base layer depth, etc), per SD 3-01. [\[Detail SD 3-01 CofW Tech Stds\]](#)

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

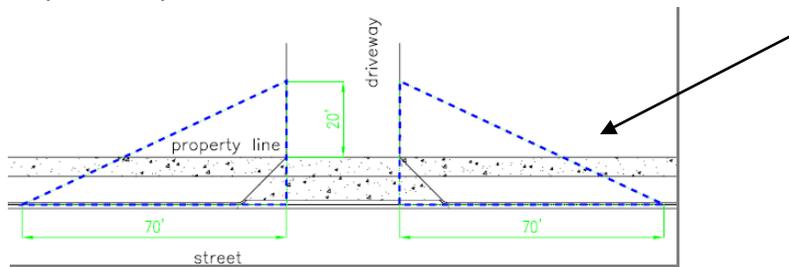
2. The one-way driveway width should be 13’ in width plus the driveway flares sections (measured at the property line). The proposed driveway was shown with a 27.0’ entrance width and 29.3’ exit width.
3. Technical Standards for one-way driveways on One-Way Streets require a smaller foot print for the Driveway and Taper sections, (per Table 4 One-Way Street-Right side), which allow 13’ on the entrance taper and 3’ for the exit taper. Since the turn into the driveway and the exit from

the driveway are both right turns, full tapers are only required on the turning side of the driveway entrance/ exit. [Chapter VII, C, Table 4, CofWTSSM]

4. The proposed site plan for Meadow Street requests a One-Way street. The applicant must contact Don Bennett, City Traffic Engineer to discuss the requests for One-Way Street approval.
5. Provide a public sidewalk along the Meadow Street frontage per UMX zoning. [Sec. 18-204(c) (7) a (3) CofW LDC]. The minimum width of a public sidewalk shall be 5'. Requests to receive a variance from the Meadow St Sidewalk shall be requested in writing to the City Engineer, (Dave Cowell).
6. Distinguish between proposed and existing sidewalk(s) and provide dimensions.
7. Provide sidewalk detail SD 3-10 on the plan.
8. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.

**TECHNICAL STANDARDS – PARKING:**

9. The proposed angled parking does not appear to meet technical specifications. If the project proposes to utilize 60 degree parking, the spaces should be angled toward the NW direction. Revise the proposed angled parking per table 6, Tech. Stds. [Chapter VII, 7-19, Table 6 CofW Tech Stds]
10. 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]
11. The 20'X70' Sight Distance Triangle will only apply on the Eastern sides of the proposed one-way driveways.



**TECHNICAL STANDARDS – Barrier Free Design:**

12. Please show location of handicap ramp(s) and signs and provide details on the plan.

**GENERAL NOTES TO ADD TO THE PLAN:**

- A. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.

**MISCELLANEOUS:**

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

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.