



Planning, Development and Transportation

Transportation Planning
305 Chestnut Street
PO Box 1810
Wilmington, NC 28402-1810

910 341-3258
910 341-7801 fax
www.wilmingtonnc.gov
Dial 711 TTY/Voice

DATE: 04.23.2019
TO: ProTrak
FROM: Mitesh Baxi
Traffic Engineering

■ **AUTO WASH & OIL CHANGE FACILITY [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:

- 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. <https://www.wilmingtonnc.gov/home/showdocument?id=1910>
- Show/label the street lights and street signs in the vicinity of the project.

NCDOT:

It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact NCDOT at 910-398-9100. Please note additional comments may be forthcoming once coordination occurs.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

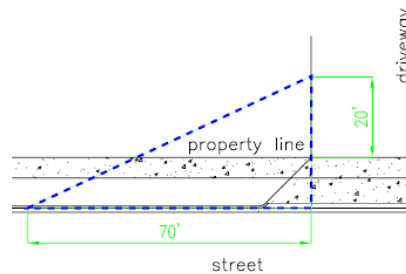
1. This segment of Dawson St is a major thoroughfare [Chap VII (C) (2) of CofW Tech Stds]. Driveways for lots along major thoroughfares must be at least 75' offset from property lines measured at the curb line. [Chap VII (C) (2) (c) (2) of CofW Tech Stds]. A variance may be required for Dawson St driveway.

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

2. The driveway curb return must be at least 6.5' from intersecting property lines. [Chapter VII, C, Table 4 CofWTSSM]. A variance may be required for the Wooster St driveway.
3. Driveways along intersection side streets must have corner clearance of 60' measured along the curb line. [7-13 CofW Tech Stds]. A variance may be required for the Wooster St driveway.

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

4. Show driveways for adjacent lots and lots across the street.
5. When the use of any driveway has been permanently discontinued, replace all necessary curbs, gutters, aprons, sidewalks, and appurtenances thereto [Sec. 18-530 CofW LDC].
6. Driveways shall be City-standard ramp-type driveways. Show City standard detail(s) on plan. [SD 3-03.3 & 3-03.4 (Vertical curb) CofWTSSM]. Where no curb exists in the vicinity, a flat slab type or a street type entrance may be allowed or required by the City Engineer. [page 7-9 CofWTSSM]
7. Clearly show whether the driveways are one-way or full access by showing the pavement markings for each of those.
8. A stop sign and stop bar is recommended for all the street type driveways to regulate the egress movement of the vehicular traffic. [MUTCD]
9. ‘Do not enter’ sign shall be installed for the traffic restriction at the one-way drive. [MUTCD]
10. ‘No left turn’ or ‘No right turn’ is recommended at the driveways for the vehicles approaching one-way public ROWs. [MUTCD]
11. Any of the required signs shall not be installed in the public right-of-way when the signs being installed are intended to function as traffic control for a private driveway (Figure 1.4, Figure 2.1). [Sec 1 A (18) CofW Sign Specification] <https://www.wilmingtonnc.gov/home/showdocument?id=3940>
12. Show and apply the City’s 20’x70’ sight distance triangle at each driveway and the City’s 46’x46’ sight distance triangle at each street corner intersection on the site plan and landscaping plan. [Sec.18-529(c) (3) CofW LDC] [Sec. 18-812 CofW LDC].



TECHNICAL STANDARDS – PARKING:

13. Dimension parking radii and parking aisles. [Sec. 18-529(b)(2) CofW LDC]
14. 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]. Please contact Engineering division for this request.
15. The backing stub is to be 10’ deep by 15’ wide. Please dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]

TECHNICAL STANDARDS – Barrier Free Design:

16. Show the typical handicap sign detail on the plan as per ADA and City standards. [Sheets A1 of 5 and A2 of 5, CofW Sign Specification] <https://www.wilmingtonnc.gov/home/showdocument?id=3940>
17. Please show location of accessible ramp for the accessible aisle leading to the nearest entrance of the building.
18. Detectable warning domes must be installed at the end of each sidewalk before entering drive aisle/pavement surface. [City/ADA standards].

MISCELLANEOUS:

- ❖ Replace SD15-17 with the updated version from City's website.
<https://www.wilmingtonnc.gov/home/showdocument?id=10144>
- ❖ Contact Traffic Engineering at (910) 341-7888 to discuss street lighting options.
- ❖ We will reserve comments on the parking lot, driveway geometry and other technical issues until a full construction drawing is submitted.

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.