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DATE: 04.24.2019
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **AUTO WASH AND 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:

- If pavement markings on site have weathered to the point they are not in accordance with the MUTCD standard of maintenance, do not show the markings as existing, and rather show them as proposed on the site plan.

TRAFFIC IMPACT:

- ❖ The site has proposed two land uses that generate Queuing Lanes, Automatic Car Wash (Land Use Code 948) and Oil Change Quick Lubrication Center (Land Use Code 941). Please show the proposed **LIST PROPOSED USE + INTENSITY** (ite Land Use Code 941 and Land Use Code 948) using 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. The trip generation numbers will be used for vehicle queuing.

NCDOT:

The proposed site driveways are within the functional area of the signal intersection of Dawson and Wooster, and the free flow lane at Dawson Street. The ingress and egress traffic from this site shall not interfere with the signal queue. A Right In Right Out driveway may be required to prevent interference within the functional area of the signal.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. When the lot has sufficient frontage, driveways for corner lots along major thoroughfares must have corner clearance of 230' as measured along the curb line.

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

2. Where multiple driveways are allowed they must be separated by 250' as measured along the curb line. [7-14 CofW Tech Stds]

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

3. The site appears to have cross access to the adjacent lot, which will interfere with the operation of the Car Wash Pay Station and Oil Change and Lube Center. Please specify how ingress and egress will be controlled at this cross access drive.

4. 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\]](#)
5. Driveways are measured at the ROW. Dimension driveway widths and tapers. [\[Sec.18-529 CofW LDC\]](#)
6. The minimum two-lane driveway width is 23'. [\[7-9 CofW Tech Stds\]](#)
7. The maximum two-lane driveway width is 30'. [\[7-9 CofW Tech Stds\]](#)
8. The maximum three-lane driveway width is 36'. [\[7-9 CofW Tech Stds\]](#)
9. The Wooster Street driveways do not appear to meet Technical Standards. Driveways are to intersect the street at a 90 degree angle. [\[7-11 #3 CofW Tech Stds\]](#)
10. Provide a sidewalk connection between the site and the public sidewalk.
11. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these. These facilities may be shown/ incorporated on the aerial photo for existing conditions.

TECHNICAL STANDARDS – PARKING:

12. The vehicle queuing and movement within the site is unclear. Please show vehicle directions/ proposed movements on the plan sheet. If the site requires lane lines for the Oil Change Bays, please show them on the plans.
13. All off street parking areas shall be arranged so that ingress and egress is by forward motion of vehicles. [\[Sec.18-526 CofW LDC\]](#)

TECHNICAL STANDARDS – Barrier Free Design:

14. The 5.5' sidewalk as proposed where adjacent to 90 degree parking spaces does not show the full dimensions of the sidewalk. Please show the front and rear of the sidewalk. The sidewalk must meet ADA requirements. An allowance for a 2.5' vehicle overhang must be considered. 4' of the sidewalk must remain clear for pedestrian use. [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)
15. 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\]](#)

GENERAL NOTES TO ADD TO THE PLAN:

- A. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [\[SD 15-14 CofW Tech Stds\]](#)

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements.

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.