



DATE: 05.12.2014
TO: ProTrak
FROM: Bill McDow
Transportation Planning

■ **2ND STREET & CHURCH ALLEY PARKING LOT [Plan Review# 2]**

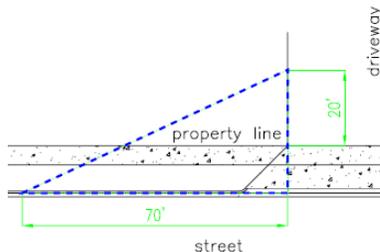
🌀 Initial Review Note 🌀

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.

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

1. As previously requested, show and apply the City's 20'x70' sight distance triangle at each driveway on the site plan and landscaping plan. [Sec.18-529(c)(3)CofW LDC] Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [Sec.18-566 CofW LDC]



2. The two (2) Redbuds shown on the Landscaping plan appear to be within the visual sight distance for the driveways. Please move the Redbuds more to the south to help correct this conflict. [Sec.18-529(c)(3)CofW LDC]

TECHNICAL STANDARDS – PARKING:

3. Please maintain the required 24' drive aisle width. Wheel stops can be repositioned if necessary to keep the 24' minimum drive aisle width behind perpendicular parking.

4. The ribbon curbing is shown flush to the Asphalt pavement, therefore, it does not provide the necessary vertical barrier around the landscaping areas adjacent to Church Alley. Protection from vehicles is required around all required landscaped areas within vehicular areas.
5. The ribbon curb is 12" wide instead of a regular 6" vertical curb. The wheel stops can be moved 6" closer to the ribbon curb.
6. Please show the location of the handicap signs on Sheet C 1.0.
7. Verify the cross sections of the asphalt pavement. The cross section was shown with 6" of asphalt and 4" of washed stone base. The standard cross section uses 2" to 3" of asphalt and 6" of washed stone for the base material.

TECHNICAL STANDARDS – Barrier Free Design:

8. The proposed walkway does not appear to meet ADA requirements. The slope exceeds the maximum allowed slope for an accessible walk. Please bring the walkway into compliance with ADA and DOJ requirements so the site will not be sited for violations for exceeding the maximum allowed slope.
9. The handicap spaces must be a minimum of 8' width. One of the spaces shown on sheet C 1.0 is only 7', which does not allow adequate clearance with the opposing parking space, located adjacent to the landscape islands. The current handicap space is obstructed by this space.

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.