



Planning, Development and Transportation

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DATE: 05.23.2018
TO: ProTrak
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Traffic Engineering

■ **BLUEWATER MOTORSPORTS [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.

NCDOT:

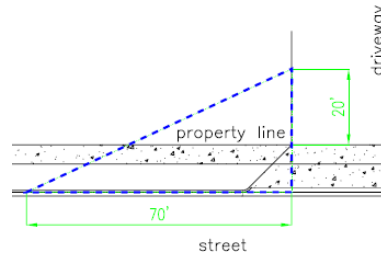
It is the Applicant’s responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact NCDOT at 910. 251.2655. Please note additional comments may be forthcoming once coordination occurs.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. Traffic Engineering’s stance on sites that interconnect along a major thoroughfare is that the combined frontage must meet all driveway spacing requirements per the City’s technical standards.
2. Driveways for lots along major thoroughfares must at least 75’ offset from property lines to the curb line. A variance will be required.
3. Where multiple driveways are allowed along major thoroughfares they must be separated by 250’ as measured along the curb line.
4. Maximum allowed driveways along major thoroughfares is 1/600 lf of continuous frontage plus 1/every 300 additional lf or portion thereof as measured at the property line. [7-13 #b CofW Tech Stds]

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

5. Show driveways for adjacent lots and lots across the street.
6. 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]. Please label it accordingly.
7. 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]
8. Dimension driveway widths and tapers. [Sec.18-530 CofW LDC]
9. The minimum two-lane driveway width is 23'. [7-9 CofW Tech Stds]
10. The maximum two-lane driveway width is 30'. [7-9 CofW Tech Stds]
11. A pavement marking plan is required for all driveways greater than 30' in width. [page 7-9 CofWTSSM]
12. Provide a sidewalk connection between the site and the public sidewalk.
13. Provide sidewalk detail SD 3-10 on the plan.
14. Show and apply the City's 20'x70' sight distance triangle at each driveway on the site plan. [Sec.18-529(c)(3)CofW LDC]



TECHNICAL STANDARDS – PARKING:

15. Parking lot must meet requirements of standard details SD 15-12 and 15-13 CofW Tech Stds for parking lots above 25 stalls.
16. All parking facilities containing twenty-five (25) or more spaces or stalls shall be paved with concrete or asphalt material, or with alternative paving material. [Sec.18-529(C) (4) (e) CofW LDC]
17. Dimension parking stalls, radii and parking aisles. [Sec. 18-529(b)(2) CofW LDC]
18. The minimum standard vehicle parking space size is 8.5' in width by 18' in length.
19. 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]
20. Twenty-four feet (24') is the minimum drive aisle width behind perpendicular parking.
21. The backing stub is to be 10' deep by 15' wide. Please dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]
22. Portions of the proposed development do not appear to be in compliance with the 500'/800' rule pertaining to the maximum length of a private drive/parking lot. [Chapter VII, C (4), pg 7-15 to 7-16 CofWTSSM]. A variance may be required.
23. Provide bicycle parking in accordance with Section 18-528 of the City of Wilmington Land development Code. Add the number required and proposed to the site development data. [Sec.18-528 CofW LDC]
24. Please show all the traffic control devices and pavement marking showing the traffic flow for this project.
25. Please label the areas for the landscape islands within the parking facility [SD 15-14].

26. Please show the location of the concrete dumpster pad and dimension it.

TECHNICAL STANDARDS – Barrier Free Design:

27. Accessible parking spaces must be provided as required by ADA standards. Note the required and proposed number of handicapped spaces in the site data. [Sec. 18-529(b)(2) CofW LDC]
28. Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. [ADA Standards]
29. Please show location of handicap ramp(s) and signs and provide details on the plan.
30. 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>

MISCELLANEOUS:

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

Bicycle parking:

Each new multifamily, commercial, or office development or major redevelopment requiring twenty-five (25) or more automobile parking spaces shall make provisions for parking a minimum of five (5) bicycles. Each additional one hundred (100) automobile parking spaces above the twenty-five (25) minimum shall require provisions for parking an additional five (5) bicycles up to a bicycle parking system that can accommodate a maximum of twenty (20) bicycles. Bicycle parking facilities shall be provided within two hundred (200) feet of the primary entrance to the facility. In the event of multiple entrances, bicycle-parking facilities shall be dispersed for easy access to the multiple entrances. [Sec.18-528(f) CofW LDC]