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**DATE:** 07.31.2017  
**TO:** ProTrak  
**FROM:** Bill McDow  
 Transportation Planning

■ **NHRMC WOUND CARE PARKING LOT [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:**

- The site is within 500’ of a Traffic Signal. 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 show traffic signal loops on Glen Meade Road on the existing conditions, site and utilities plan sheets.
- Please refer to the Technical Standards and Specifications Manual 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.

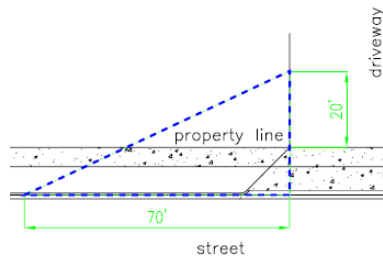
**TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):**

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. 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. This site has access to a second driveway along S. 17<sup>th</sup> Street, therefore, this driveway may be required to be closed.

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

3. The Glen Meade Road driveway does not appear to intersect at a 90 degree angle. Please revise. [7-11 #3 CofW Tech Stds]
4. Show driveways for adjacent lots and lots across the street.
5. Please ensure the driveways meet City-standard ramp-type driveways. Show appropriate City standard detail(s) on plan. [Chapter VII ,Detail SD 3-03 CofWTSSM]
6. Dimension driveway widths and tapers. [Sec.18-529 CofW LDC]
7. Provide a sidewalk connection between the site and the public sidewalk.

8. The site plans have shown a 4' sidewalk adjacent to the new tank and vaporizer pad. Please increase to a standard 5' sidewalk width.
9. Provide sidewalk detail SD 3-10 on the plan.
10. All traffic signal facilities and city-owned streetlight equipment located along the site property lines and/or within the limits of construction shall be shown on the plans. Contact City of Wilmington Traffic Engineering at 910-341-7888 for help in locating these facilities.
11. Any traffic signal infrastructure adjustments, including overhead or underground signal system fiber communication lines, are the responsibility of the applicant/developer.
12. The City shall be notified immediately of any traffic signal facilities damaged during construction.
13. Damaged facilities shall be replaced, at contractor/developer expense.
14. Show all adjacent traffic signs and pavement markings on the plan. [Sec. 18-529(b)(2) CofW LDC]
15. 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]



#### TECHNICAL STANDARDS – PARKING:

16. The proposed parking aisle behind the new handicap parking space and adjacent parking space, (located at the west side of the building) do not have the twenty-four feet (24') minimum drive aisle width behind perpendicular parking. [Chapter VII, Table 6, pg. 7-19 CofWTSSM]
17. The parking lot has proposed flush curbing at the northern side of the building. Please provide protection to prevent vehicles from encroaching upon this sidewalk.
18. The proposed 24" curb and gutter sections (flow-line and spill-off) do not match city standard details for 24" curb and gutter. 12" of ABC stone must extend beyond the curb and gutter. [Detail SD 3-11 CofWTSSM] Please revise.
19. The backing stub adjacent to the Handicap Van Accessible parking space is to be 10' deep by 15' wide. Please increase the backing stub to the required dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]
20. Please show the location of the proposed bicycle parking on the plans. [Sec.18-528 CofW LDC]

#### TECHNICAL STANDARDS – Barrier Free Design:

21. The proposed handicap ramp does not meet technical standards for handicap (curb) ramps adjacent to a plaza. Revise the curb ramp to match SD 3-08. A ramp and 5' landing area must be installed. [Detail SD 3-08 CofWTSSM] Provide standard detail for SD 3-08 on the plan

#### GENERAL NOTES TO ADD TO THE PLAN:

- A. Immediately notify City of Wilmington Traffic Engineering at 910-341-7888 if any traffic signal facilities or City-Owned streetlight facilities are damaged.
- B. Damaged facilities shall be replaced, by an approved contractor, according to standard NCDOT replacement schedules and current NCDOT design standards.
- C. All repair/replacement of traffic signal infrastructure shall be coordinated with the City of Wilmington Traffic Engineering Division.

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.