



**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: 10.14.2015
TO: ProTrak
FROM: Bill McDow
Transportation Planning

■ **AUTOZONE OLEANDER [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.

TRAFFIC IMPACT:

- ❖ The Traffic Impact for this project will be evaluated after the estimated Trip Generation Numbers are received for this site.
- ❖ Trip Generation estimates shall be in accordance with the Institute of Transportation Engineers (ite) Trip Generation 9th Edition, 2012, Microtrans trip Generation Software; providing the proposed (ite) land use code, total driveway volume in the AM peak hours, total driveway volume in the PM peak hours and average weekday 2-way driveway volume.

NCDOT:

It is the Applicant’s responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact Allen Hancock, PE at 910.251.2655. Please note additional comments may be forthcoming once coordination occurs.

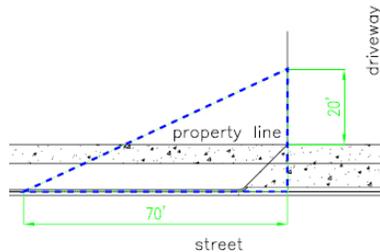
TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. Driveways for lots along major thoroughfares must at least 75’ offset from property lines to the curb line. The property has adequate clearance on the eastern property line, however, the western property line appears to be too close.
2. The driveway curb return must be at least 26’ from intersecting property lines at the street corner as measured in accordance with CofW Standard Detail 8-07. [\[Chapter VII, C, Table 5 Note #6. CofWTSSM\]](#)

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

3. The proposed driveway does not appear to match the Standard Detail for a Commercial Driveway, SD 3-03.3. The driveway aprons, curb returns, 13 foot taper, and curb transition do not appear to be correct. Please revise plans accordingly. [\[Detail SD 3-03.3 CofW Tech Stds\]](#)
4. The proposed Oleander Drive sidewalk appears to be going through existing utility poles. Relocate the sidewalk around the poles.

5. The proposed sidewalk detail does not match SD 3-10, please revise the detail. [[Detail SD 3-10 CofW Tech Stds](#)]
6. The portion of the sidewalk, which is on private property, must be contained within a Pedestrian Access Easement. Contact the Engineering Department to begin the process for the easement.
7. The proposed backflow preventer and water meter are located in the 20'x70' Sight Distance Triangle. Ensure the finished height of the meter, backflow device and enclosure box does not prevent clear visual sight distance from 30" to 10' within the Sight Distance Triangle.
8. Show any traffic signal facilities and equipment in front of the development, including overhead fiber optic cable or equipment. Contact Traffic Engineering at 341-7888 for help in identifying these.
9. 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:

10. The plan details show the use of “Typical Roll-over Curb”, which does not match the standard detail for Type A curbing. Where will the Roll-Over Curb be installed within the parking lot? A variance may be required for the use of this curb type.
11. The proposed detail for the wheel stops are shown as 6” in height. Please reduce the wheel stop height to 4”.
12. The landscaping plan has proposed large Oak Trees to be planted on the Western Side of the Site and adjacent to the Red Wings Shoes Building. Ensure the trees are positioned far enough from the building, to prevent future encroachment at maturity.
13. Provide a turning movement analysis of a Trash Truck to the dumpster and Typical AutoZone Parts delivery vehicle at loading zone location.

TECHNICAL STANDARDS – Barrier Free Design:

14. The proposed bollards may be blocking the sidewalk. Ensure the placement of the bollard allows proper pedestrian clearance per ADA requirements. 4’ of sidewalk must remain clear.

REVISIONS TO NOTES ON THE PLAN:

15. Please revise notes #15 and #16 on sheet C0.0 to reflect the following verbiage:
 - #15: Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.
 - #16: Contact Traffic Engineering at (910) 341-7888 to discuss street lighting options.

MISCELLANEOUS:

- ❖ Contact Alina Jakubcanin at 341-7888, Alina.Jakubcanin@wilmingtonnc.gov, to discuss street lighting options.
- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.

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.