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DATE: 10.17.2013
TO: ProTrak
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■ **LOCKWOOD VILLAGE APARTMENTS [Initial 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:

- ❖ Per the Institute of Transportation Engineers (ITE) Trip Generation 9th Edition, 2012, Microtrans Trip Generation Software; the estimated Trip Generation for the proposed 60 Apartments (ITE land use code 220) is less than the WMPO TIA Threshold based upon the anticipated total driveway volume in AM peak hours, total driveway volume in the PM peak hours and total average weekday 2-way driveway volume. A Traffic Impact Analysis (TIA) will not be required for this development if the above information is consistent with the proposed use. Contact Transportation Planning prior to resubmitting plans if the intended use of the site is different than what is outlined above.

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 – NEW ROADS:

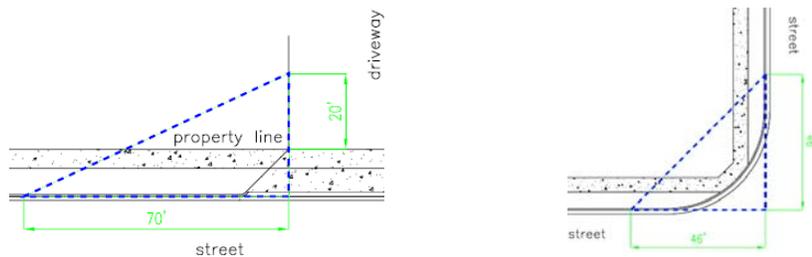
1. Revise the proposed right turn lane and deceleration lane for the site per NCDOT and City of Wilmington standards. Construct the lane as a full width turn lane beginning at Prior Drive and ending at the proposed private drive/street entrance for the site, in order to ensure a minimum of 100’ storage, 50’ of full width deceleration and 75’ of taper length is provided.
2. Any multi-family development of more than 50 units must be served by a public street.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

3. 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.
4. Any traffic signal infrastructure adjustments, including overhead or underground signal system fiber communication lines, are the responsibility of the applicant/developer.
5. The City shall be notified immediately of any traffic signal facilities damaged during construction. Damaged facilities shall be replaced, at contractor/developer expense.

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

6. 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\]](#)
7. Dimension driveway widths and tapers. [\[Sec.18-529 CofW LDC\]](#)
8. Provide sidewalk detail SD 8-15 on the plan.
9. Show any traffic signal facilities and equipment in front of the development. Contact Traffic Engineering at 341-7888 for help in identifying these.
10. The proposed sight distance triangle is not properly shown and applied on the site plan. The plan must show the City’s 20’x70’ sight distance triangle at each driveway and the City’s 46’x46’ sight distance triangle at each street corner intersection 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:

11. 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). [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)
12. The backing stubs are to be 10’ deep by 15’ wide. Please revise and dimension on the plan. [\[Chapter VII ,Detail SD 15-12 CofWTSSM\]](#)
13. 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.
14. Provide a turning movement analysis of a trash truck vehicle at the dumpster location. Also, the emergency vehicle turnaround cannot be blocked. The plans should be revised to ensure the turnaround is clear and no conflicts exist, such as the doors for the dumpster enclosure or landscaping.
15. Provide bicycle parking as referenced in the site data table, (4 bike racks), in accordance with Section 18-528 of the City of Wilmington Land Development Code. Please add the required number and the proposed number to the site data table and graphically indicate the location of bike parking. [\[Sec.18-528 CofW LDC\]](#)

TECHNICAL STANDARDS – Barrier Free Design:

16. Add Tactile Mats at each handicap ramp location.
17. Revise plans to show the Stop bars positioned behind the marked pedestrian crosswalks, as shown in the standard wheelchair detail shown on sheet D-1.0
18. Please provide a detail for the handicap spaces and handicap signs on the site plan.

REVISIONS TO NOTES ON THE PLAN:

19. Please revise notes #5, #11 and #15 on sheet C-0.0 to reflect the following verbiage:
 - #5 It shall be the responsibility of the subdivider to erect official street name signs at all intersections associated with the subdivision in accordance with the Technical Standards and Specifications Manual. The subdivider may acquire and erect official street name signs or may choose to contract with the city to install the street signs and the subdivider shall pay the cost of such installation. Contact Traffic Engineering at 341-7888 to discuss installation of traffic and street name signs. Proposed street names must be approved prior to installation of street name signs.
 - #11: All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
 - #15 Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.

GENERAL NOTES TO ADD TO THE PLAN:

- A. Install reflectors per City and NCDOT standards. Traffic Engineering must approve of pavement marking layout prior to actual striping.
- B. Contact Traffic Engineering at 910-341-7888 forty eight hours prior to any excavation in the right of way to ensure that all traffic signal facilities and equipment are properly located.
- C. Immediately notify City of Wilmington Traffic Engineering at 910-341-7888 if any traffic signal facilities or City-Owned streetlight facilities are damaged.
- D. Damaged facilities shall be replaced, by an approved contractor, according to standard NCDOT replacement schedules and current NCDOT design standards.
- E. All repair/replacement of traffic signal infrastructure shall be coordinated with the City of Wilmington Traffic Engineering Division.

MISCELLANEOUS:

- ❖ 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.