



**Planning, Development
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DATE: 11.02.2016
TO: ProTrak
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Transportation Planning

■ **COLLEGE PARK ELEMENTARY SCHOOL [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.

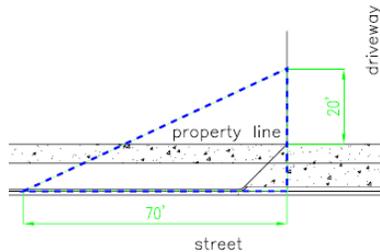
BASE INFORMATION:

- If pavement markings on site have weathered to the point they are not in accordance with the MUTCD standard of maintenance, do not show the markings as existing, and rather show them as proposed on the site plan.
- The plans are missing typical standard details required by the City of Wilmington, such as curbing, pavement cross section, Handicap Signs, Sidewalk, Tree Protection, Handicap Ramps, Stormwater and Erosion Control Details. Please add these details with appropriate detail sheet(s).

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

1. 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\]](#)
2. The project has proposed a One-way driveway entrance, (across from College Acres Drive). By having this entrance One-Way, it creates extended distances to the parking. Consider making both entrances Two-way driveways.
3. The western driveway appears to be non-standard. The driveway has two lanes, however, its width exceeds the maximum three-lane driveway width, which is 36'. [\[7-9 CofW Tech Stds\]](#) A turning movement analysis must be submitted to justify the width of the exit lane for the driveway. If this width is allowed, a variance may be required for a driveway greater than 36'.
4. The proposed public sidewalk is over 40' from the edge of pavement for most of the frontage for the site. The public sidewalk should be located within the ROW or located as close to the ROW as possible, in a Pedestrian Access Easement. The current location far exceeds the need to provide a clear zone from Oriole Drive Traffic. If sidewalk is desired to serve the parking lot, install additional sidewalk.
5. Provide sidewalk detail SD 3-10 on the plan.
6. Show all adjacent traffic signs and pavement markings on the plan. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

7. Show and apply the City's 20'x70' sight distance triangle **at each driveway** on the site plan and landscaping plan. The second driveway does not have a SDT. [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]



8. The proposed SDT does not extend to the edge of the existing pavement. Revise the sketch for the SDT and then apply the City's 20'x70' sight distance triangle **at each driveway**.

TECHNICAL STANDARDS – PARKING:

9. Dimension the Handicap Parking Spaces and accessible aisles. [Sec. 18-529(b)(2) CofW LDC]
10. Please mark the location of the Drop off/pick up areas are required for daycare centers, schools and similar uses. Please ensure the drop off area does not block the proposed crosswalk and ADA Accessible Route to the building. [Sec.18-553 CofW LDC]
11. The parking spaces adjacent to the loading area and Grease Interceptor do not have a backing stub. The backing stub is to be 10' deep by 15' wide. Please dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]
12. 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]
13. Provide a turning movement analysis of a Fire Truck and Trash Truck at the Loading area and at the front of the building.
14. The site only has 15 bicycle parking spaces. Please increase the bicycle parking spaces from 15 spaces to 20 parking spaces.

TECHNICAL STANDARDS – Barrier Free Design:

15. The parking lot has not provided sidewalk behind the Accessible parking spaces. Therefore, the ADA path is within the driving aisles of the parking lot. Provide a 5' sidewalk adjacent to 90 degree Handicap parking spaces in order to meet ADA requirements. An allowance for a 2.5' vehicle overhang must be considered. 4' of the sidewalk must remain clear for pedestrian use. [Chapter VII, Detail SD 15-13 CofWTSSM]
16. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [Sec. 18-529(b)(2) CofW LDC]

GENERAL NOTES TO ADD TO THE PLAN:

- A. Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact Traffic Engineering at 341-7888 to discuss street lighting options.
- ❖ 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.