



Planning, Development and Transportation

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DATE: 11.06.2019
TO: ProTrak
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Traffic Engineering

■ **SUNNYVALE DRIVE WAREHOUSE FACILITY [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:

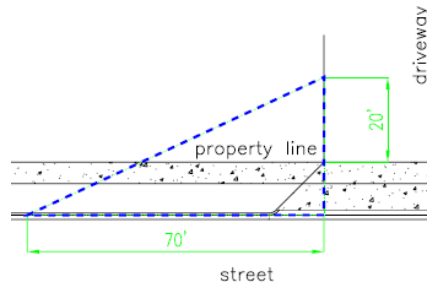
- Revise all sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent traffic signs, lane configurations, traffic control devices and pavement markings on the site inventory plan. Please refer to the Technical Standards and Specifications Manual (link 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.
<https://www.wilmingtonnc.gov/home/showdocument?id=1910>

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Non-Major Thoroughfares):

1. The driveway curb return must be at least 6.5’ from intersecting property lines. [Chapter VII, C, Table 4 CofWTSSM]. Please coordinate with Engineering for the variance requirements.

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

2. 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]
3. The maximum width of the driveway at the gutter flow line measured between the points where the curb returns or driveway apron meets the curb line or edge of roadway is sixty-two (62) feet. [Chapter VII, C, page 7-10 CofWTSSM]. Please coordinate with Engineering for the variance requirements.
4. Show and apply the City’s 20’x70’ sight distance triangle at each driveway on the site plan as per below image. Please dimension. [Sec.18-529(c) (3) CofW LDC] [Sec. 18-812 CofW LDC]

**TECHNICAL STANDARDS – PARKING:**

5. The backing stub is to be 10' deep by 15' wide. Please dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]

TECHNICAL STANDARDS – ADA:

6. Please show the location of ADA parking signs.
7. Note the required and proposed number of handicapped spaces in the development data. [Sec. 18-529(b)(2) CofW LDC]
8. As per ADA Standards one of six (or fraction of six) accessible parking spaces, but always at least one, must be van accessible. It is acceptable to have the van space at 8' wide with an 8' wide accessible aisle or 11' wide parking space with 5' wide accessible aisle. Please clarify which one is a van accessible space and provide an additional dimensions. [restriping2015_ADA] <https://www.wilmingtonnc.gov/home/showdocument?id=3944>
9. 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]

NOTES TO BE AMENDED:

- City standard notes 8 from sheet no. 2 of 6:
Contact 811 prior to contacting City of Wilmington, Traffic Engineering regarding the utilities in ROW.
- City standard notes 16 from sheet no. 2 of 6:
Contact Traffic engineering at (910) 341-7888 to discuss street lighting options.

MISCELLANEOUS:

- ❖ 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.