



**Planning, Development
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DATE: 12.20.2017
TO: ProTrak
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 Traffic Engineering

■ **ARBORETUM WEST [SRB 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 Signals. 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 for the driveway intersection with Military Cutoff Road. Additionally, also include these details for intersection of Military Cutoff Road with Covil Farm Rd, Arboretum Drive, Westwood Dr and Station Rd. 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.

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.

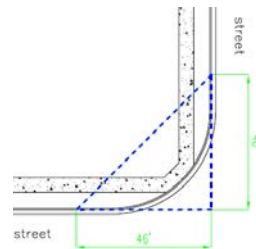
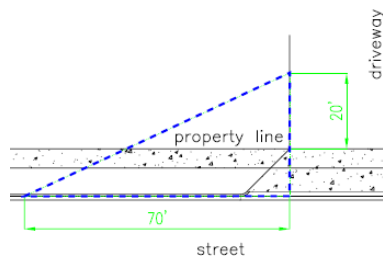
TECHNICAL STANDARDS – NEW ROADS:

1. Install wheelchair ramps and crosswalk pavement markings at all the street intersections within this property as per NCDOT and/or City standards. Connect sidewalk with ramp. [[SD 3-09 CofW Tech Stds](#)]
2. The minimum horizontal centerline radius is 100' for local roads. Please revise the section of Westwood Dr west at the intersection of Military Cut-off and also the section south to amenity center where the radius is 75 feet. A request for the variance may be required if the City's standards are not meet.

3. Please clarify whether Westwood Dr west will be a public or private street. Provide the width for this ROW.
4. The minimum street corner radii is 35'. Please dimension. [7-5 CofW Tech Stds]
5. Please dimension the sidewalk.

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

6. Show driveways for adjacent lots and lots across the street.
7. One of the north side existing driveway is proposed to be discontinued. Label the driveway/s to be closed. When the use of any driveway has been permanently discontinued, replace all necessary curbs, gutters, aprons, sidewalks, and appurtenances thereto. [Sec. 18-530 CofW LDC]
8. Dimension all driveway widths and tapers. [Sec.18-529 CofW LDC]
9. A pavement marking plan is required for all driveways greater than 30' in width. [page 7-9 CofWTSSM]
10. Show and apply the City's 20'x70' sight distance triangle at the southern driveway access from Station Rd.
Apply the City's 46'x46' sight distance triangle at street corner intersection of Westwood Dr west and Station Rd.[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.18-556 CofW LDC]
Apply the City's 46'x46' sight distance triangle at the Westwood Dr west intersection at Military Cutoff Rd.



TECHNICAL STANDARDS – PARKING:

11. Dimension parking stalls, radii and parking aisles. [Sec. 18-529(b)(2) CofW LDC]
12. The minimum standard vehicle parking space size is 8.5' in width by 18' in length.
13. 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]
14. Parking lot must meet requirements of standard details SD 15-12 and 15-13 CofW Tech Stds for parking lots above 25 stalls.
15. The backing stub is to be 10' deep by 15' wide. Please dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]
16. Show location of bicycle parking on the site plan [Sec.18-528 CofW LDC]
17. Show Stop Signs, Yield Signs, Stop Bars, other signs and pavement marking showing the traffic flow for this project.

TECHNICAL STANDARDS – Barrier Free Design:

18. Please show location of handicap ramp(s) and signs and provide details on the plan.
19. 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. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ 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.

Bicycle parking:

Each new multifamily, commercial, or office development or major redevelopment requiring twenty-five (25) or more automobile parking spaces shall make provisions for parking a minimum of five (5) bicycles. Each additional one hundred (100) automobile parking spaces above the twenty-five (25) minimum shall require provisions for parking an additional five (5) bicycles up to a bicycle parking system that can accommodate a maximum of twenty (20) bicycles. Bicycle parking facilities shall be provided within two hundred (200) feet of the primary entrance to the facility. In the event of multiple entrances, bicycle-parking facilities shall be dispersed for easy access to the multiple entrances.