

Changes limited to Chapter 7,
 Section C as highlighted and noted
 in this document.

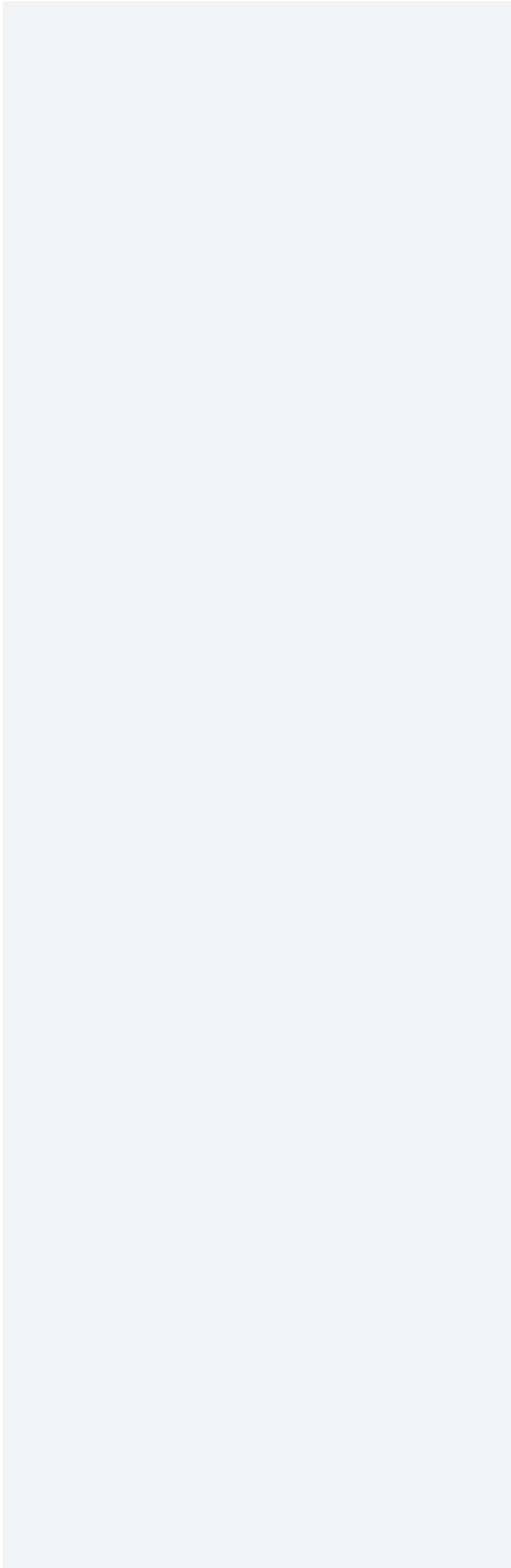
Minor formatting and grammatical edits
 were also made, but not noted.

VII

TRAFFIC ENGINEERING

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C. DRIVEWAYS (REVISED SEPTEMBER 27, 2023)

1. General Driveway Requirements: Driveways shall be constructed in accordance with Chapter II, Section E, Paragraphs 3 and 4 and the following requirements, tables, and applicable Standard **Details SD 3-03.1 through SD 3-03.4 of this chapter.**

Commented [RG1]: Updated detail references

a. Submission of Plans; information required.

1. No driveway permit shall be issued for other than single-family or two-family residences until there is filed with the City Engineer for his approval a minimum of two copies of plans showing the location and dimensions of all proposed improvements. The scale of plans shall be a standard engineering scale no smaller than 1" = 40'. Such plans may be required for single and two-family residences if deemed necessary by the City Engineer.

2. Information that must be shown on plans submitted shall include:

- 1) Location of property, including a vicinity map
- 2) The present and proposed property use
- 3) Location of all existing and proposed buildings
- 4) Pavement and right-of-way width
- 5) For all buildings except single-family and two-family residential buildings the location of off-street loading and unloading facilities
- 6) Interior parking arrangements and traffic circulation patterns
- 7) Retaining walls, drainage, poles, hydrants and other physical features which affect the driveway location
- 8) Location of all existing driveways serving abutting property and those on the opposite side of the street(s)
- 9) Curb usage, i.e., bus stops, loading zones, parking types, traffic lanes, etc.
- 10) Wheelstops and other traffic barriers
- 11) Any intersecting street(s) within 250 feet of any perimeter property line and all traffic signals within 500 feet
- 12) Proposed driveway centerline elevations at the curblin, property line and at points twenty-six (26) feet and fifty-two (52) feet behind the property line.

b. Driveways shall conform to the dimensions and requirements contained in Tables 3, 4 and 5.

**TABLE 3
DRIVEWAY WIDTHS AT PROPERTY LINE**

| <u>TYPE OF USE</u> | <u>MINIMUM</u> | <u>MAXIMUM</u> |
|-----------------------------------|----------------|----------------|
| 1 or 2 Family Residential – Local | 9 ft | 20 ft |
| Residential - Collectors | 10 ft | 20 ft |
| Commercial | | |
| One-way Traffic | 13 ft. | 30 ft., 2-lane |
| | | 36 ft., 3-lane |
| Two-way Traffic | 23 ft. | 30 ft., 2-lane |
| | | 36 ft., 3-lane |

NOTES:

1. This table also applies to private driveways as defined in Section A Definitions of this chapter, with the exception of 1 or 2 family residential.
2. The City Engineer may approve larger commercial driveway widths where it is deemed necessary for safe movements of large vehicles and justified through auto-turn analysis.
3. A pavement marking plan shall be required for all driveways greater than 30 feet in width.

Commented [RG2]: Updated to allow the City Engineer to approve larger widths (without requiring DAC approval) if justified through autoturn analysis

**TABLE 4
DRIVEWAY TAPER WIDTHS AND MINIMUM SIDE PROPERTY LINE OFFSETS**

| Type of Use | Right Turn Into Driveway | | Property Line Offset (ft) (b) | Right Turn Out of Driveway | | |
|---------------------------|--------------------------|---------|-------------------------------|----------------------------|---------|------|
| | TAPER WIDTH (feet) (a) | | | TAPER WIDTH (feet) (a) | | |
| | Minimum | Maximum | | Minimum | Maximum | |
| 1 or 2 Family Residential | 5 | 13 | 0 | 3 | 13 | 2 |
| Other | | | | | | |
| Two-way Street | | | | | | |
| Two-way Driveway | 13 | c | 6.5 | 13 | c | 6.5 |
| One-way Driveway | 13 | c | 6.5 | 3 | 13 | 16.5 |
| Entrance | 3 | 13 | 16.5 | 13 | c | 6.5 |
| Exit | | | | | | |
| One-way Street-Right Side | | | | | | |
| Two-way Driveway | 13 | c | 6.5 | 13 | c | 6.5 |
| One-way Driveway | 13 | c | 6.5 | 3 | 3 | 16.5 |
| Entrance | 3 | 3 | 16.5 | 13 | c | 6.5 |
| Exit | | | | | | |
| One-way Street-Left Side | | | | | | |
| Two-way Driveway | 3 | 13 | 16.5 | 3 | 13 | 16.5 |
| One-way Driveway | 3 | 3 | 16.5 | 13 | c | 6.5 |
| Entrance | 13 | c | 6.5 | 3 | 3 | 16.5 |
| Exit | | | | | | |

a. See **SD-3-03.1 – 3-03.4** for location of measurements.

b. Measured at the curb line or edge of roadway, parallel to the edge of pavement.

c. This distance may equal the perpendicular distance between the back of the curb (or edge of pavement) and the edge of sidewalk (or sidewalk area) nearest the roadway, provided that this distance is greater than thirteen (13) feet.

NOTES:

1. If a single driveway is allowed to serve two adjacent residences, the property line offsets may be waived by the City Engineer and the construction, maintenance and closure costs shall be a joint responsibility of each adjacent property owner.

2. If special conditions warrant, the City Engineer may allow a deviation from geometric requirements on a case-by-case basis if justified through auto-turn analysis.

Commented [RG3]: Updated detail references

Commented [RG4]: - Updated to allow the City Engineer to approve deviations if justified through autoturn analysis.
- Removed 62 ft max. width at the curb line. This was a common variance always tied to driveway width, which now can be permitted with autoturn analysis.

**TABLE 5
 MINIMUM DISTANCE BETWEEN TWO OR MORE DRIVEWAYS FROM A
 SINGLE ESTABLISHMENT OR RESIDENCE ALONG THE SAME STREET**

| Number | Distance between curb returns or driveway aprons at curb line or Edge of Roadway |
|-----------|--|
| 2 | 20 feet |
| 3 | 59 feet |
| 4 or more | Not allowed except with permission of Design Adjustment Committee |

Commented [RG5]: Previously SRB, updated to DAC

c. Design Requirements

Commented [RG6]: New subsection added. Previously were just notes below table 5

1. In no case may the total width of all driveways for any individual property exceed fifty (50) percent of the total property frontage along the same street, measured along the property line.
2. The sidewalk section shall be constructed at the grade established by the City Engineer.
3. The centerline of driveways shall be at right angles to the roadway or curb. Where special conditions warrant, an acute angle may be used with the approval of the City Engineer.
4. Where special pedestrian or vehicular hazards may be encountered, public and private driveways may be restricted by the City Engineer to a one-way operation. Standard ONE WAY and DO NOT ENTER traffic signs shall be installed per MUTCD standards and maintained in a standard manner on the property by the person or persons having control of such property, giving notice of such restrictions.
5. No driveway shall be permitted to conflict with any municipal facility such as traffic signals, catch basins, fire hydrants, crosswalks, loading zones, bus stops, utility poles, fire-alarm supports, meter boxes and sewer cleanouts or other necessary structures, except with the express approval of the appropriate city officials. Any adjustments to municipal facilities to avoid such conflicts shall be at the expense of the abutting property owner.
6. Two one-way driveways separated by a minimum of a ten (10) foot median may be allowed as one driveway. Property line offset requirements shall apply to each one-way driveway. The minimum distance between driveways shall not apply in that the two one-way driveways will be viewed as a single drive. The City Engineer has the authority to deny the use of two one-way driveways if, in the opinion of staff, it creates an unsafe situation.

Commented [RG7]: Removed outdated detail reference (SD 8-07).

7. Driveways and private streets shall comply with the vision clearance (sight distance triangles) requirements of **Section 18-667** of the Wilmington City Code. In accordance with the City Code, sight distances along thoroughfares must be calculated in compliance with the American Association of State Highway and Transportation Officials requirements.

Commented [RG8]: Updated code reference

8. **Parking on a sidewalk, sidewalk area or plaza is prohibited by Section 5-52 of City Code. All driveways must provide at least 20 ft of unobstructed length from the right-of-way line. Exceptions can be made for garage access.**

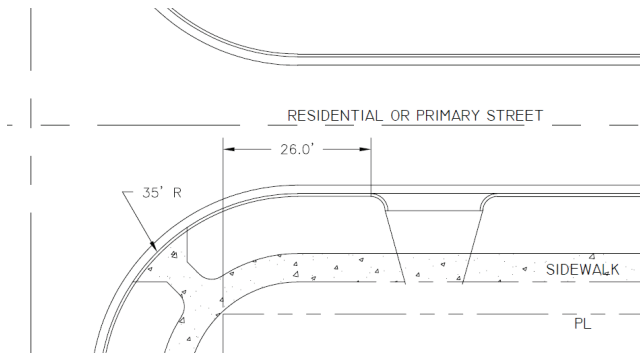
Commented [RG9]: Set minimum driveway depth. Necessary to prevent vehicle overhang and maintain compliance with existing City Code.

9. **Any parking space or driveway parking area parallel to the r/w line must be a minimum of 5 ft. from the r/w line.**

Commented [RG10]: Similar to above, for spaces parallel to the r/w. Necessary to prevent vehicle and door swing encroachment into the r/w to maintain compliance with existing City Code.

10. No driveway curb return or edge of driveway apron at its intersection with the roadway shall be allowed within twenty-six (26) feet of the point of intersection of the street property lines at an intersection or street corner. **All distances are measured per the exhibit below.**

Commented [RG11]: Clarified how distance is measured & added exhibit.



11. **All driveways shall be the standard "ramp" type except where: a) no curb exists in the vicinity of the proposed driveway, a flat slab type shall be installed, and b) a "street" type entrance may be allowed or required by the City Engineer.**

Commented [RG12]: Moved, did not change. Previously a note to table 3

12. **Properties within the UMX and CBD zoning districts may be exempt from these standards as provided by section 18-340 of the City Code, if approved by the Technical Review Committee.**

Commented [RG13]: Code reference updated. Moved from note to table 3

2. Requirements for Major Thoroughfares

a. The following requirements apply to the major thoroughfares or portions of major thoroughfares designated by City Council and listed below in the Schedule of Major Thoroughfares designed for Supplemental Design Specifications. A copy of this schedule is on file in the office of the City Clerk. These requirements apply to all driveways constructed in the right-of-way along the major thoroughfare, and all driveways along the intersecting side streets originating from corner lots with frontage on the major thoroughfare. The requirements become effective on the date of designation by City Council.

SCHEDULE OF THOROUGHFARE SEGMENTS

- Burnett Boulevard from Carolina Beach Road to Myers Street.
- Burnett Boulevard from Virginia Avenue to Shipyard Boulevard.
- Carolina Beach Road from Burnett Boulevard to south City limits.
- College Road from north City limits to south City limits.
- Dawson Street from Third Street to Wrightsville Avenue.
- Eastwood Road from Smith Creek Parkway to east City limits.
- Front Street from Queen Street to Burnett Boulevard.
- Gordon Road from Military Cutoff Road to north City Limits.
- Holly Tree Road from South College Road in its entirety.
- Independence Boulevard in its entirety.
- Kerr Avenue from north City limits to Peachtree Avenue.
- Market Street from 23rd Street to east City limits at Military Cutoff Road.
- Martin Luther King, Jr. Parkway in its entirety.
- Masonboro Loop Road from Pine Grove Road to south City Limits.
- Military Cutoff Road in its entirety.
- New Centre Drive from Racine Drive northwesterly to its terminus.
- Oleander Drive in its entirety.
- Peachtree Avenue from Kerr Avenue to Pine Grove Drive.
- Pine Grove Drive in its entirety.
- Randall Parkway in its entirety.
- River Road from Shipyard Boulevard to south City limits.
- Seventeenth Street from Princess Place to College Road.
- Shipyard Boulevard in its entirety.

- Sixteenth Street from Grace Street to Seventeenth Street.
 - Twenty-third Street from Princess Place Drive to north City limits.
 - Wooster Street from Eighteenth Street to Third Street.
 - Wrightsville Avenue from Castle Street to Eastwood Road.
- b. The number of driveways along the major thoroughfare shall be allocated at a rate of one driveway for the first 600 continuous linear feet of frontage, and one driveway for each additional 300 continuous linear feet of frontage or fraction thereof, as measured at the property line.

Frontage required for more than one driveway

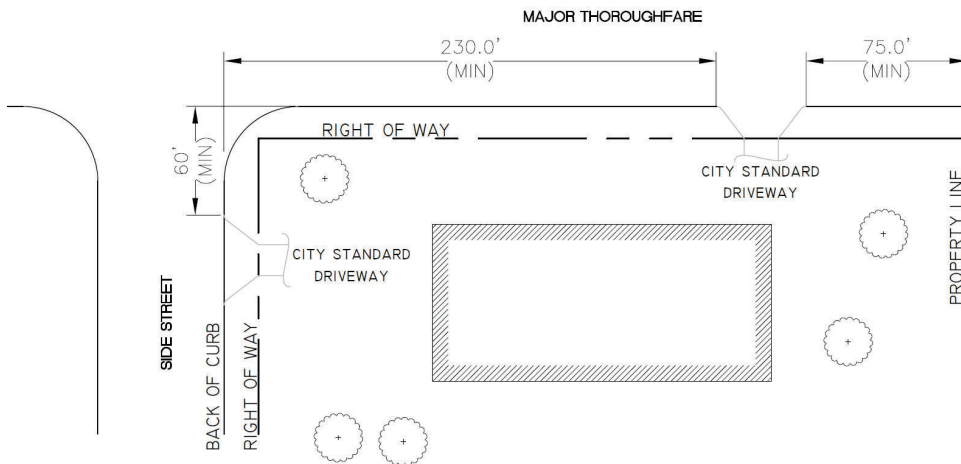
| | Feet |
|-----------------|------|
| Two driveways | 601 |
| Three driveways | 901 |
| Four driveways | 1201 |

- c. The location and spacing of driveways shall be as follows, where sufficient property frontage exists. For lots fronting on a State maintained route, any driveway location approved by NCDOT may supersede offset requirements described below.

Commented [RG14]: Made exceptions for driveway locations approved by NCDOT

- (1) Driveways for corner lots shall have a minimum corner clearance of 230 feet along the major thoroughfares and/or 60 feet along all intersecting side streets not classified herein as a major thoroughfare. All distances are measured per the exhibit below.

Commented [RG15]: Added exhibit to clarify how offset dimensions are measured. Standard did not change.



- (2) All driveways along the major thoroughfares shall have a property line offset of 75 feet, measured at the curb line, however, driveways shall comply with (1) above and be at least 230 feet from the intersecting street when the lot has sufficient frontage to meet the requirement.
- (3) In cases where more than one driveway is allowed in accordance with subsection 3b above, driveways must be separated by 250 feet, as measured along the curb line.
- (4) Any parcel of record on the effective date of this section that does not have sufficient frontage to meet the offsets noted above, shall be allowed at least one access point; the location and design of which shall be determined on a case-by-case basis by the City Engineer. Relevant guidance from AASHTO or the Policy on Street and Driveway Access to North Carolina Highway's shall apply. Any appeal regarding this decision shall be made to the Board of Adjustment.

d. Two one-way driveways may be considered as a single driveway provided that:

- (1) The minimum spacing between the two driveway curb returns is 150 feet at the curb line;
- (2) The driveways are clearly signed and marked as one-way driveways, using pavement arrows and standard traffic signs;
- (3) The maximum combined pavement width of both driveways at the street property line is 40 feet and the minimum width of a single driveway is 13 feet; and
- (4) All other requirements of this provision are met.

e. For parcels, tracts, or developments that have previously met the requirements of this section, any re-subdivision of such property, for sale or for lease, shall necessitate a re-assessment of the number and location of driveways for the entire parcel, tract, or development based on the new frontage measurements prior to the issuance of additional driveway permits. Any existing driveways found to be nonconforming based on these requirements shall be removed or relocated at the property owner's expense prior to the issuance of a permit for a new driveway.

g. **Interconnectivity of Parking Lots:** Interconnectivity of parking lots between adjoining businesses is encouraged, thereby reducing the number of times vehicles must enter or exit thoroughfares. In addition it is strongly encouraged that driveways be shared (i.e. installed centered or near the joint property line and used by two {2} or more lots). Lots/tracts being developed or redeveloped will be limited to a maximum of one driveway per lot and will not be denied their one permitted driveway for providing interconnectivity.

Commented [RG16]: Established standard to allow City Engineer to approve driveway locations when property does not have sufficient frontage to meet the requirement.
 - We elected not to list specific criteria (adequate sight distance, avoid conflicting left turns etc) - there were just too many elements that factor into proper driveway location to list.
 - Instead, we chose to reference relevant guidance. This will allow staff and consultant to apply professional judgement based on established standards

Commented [RG17]: Removed extraneous language related to effective date of tech standards (in 1987) and standards for delivery vehicles that are difficult to understand .

Commented [RG18]: Consolidated language in this section.