



Public Services
 Engineering/Plan Review
 212 Operations Center Dr.
 Wilmington, NC 28412
 910 341-7807
 910 341-5881 fax
 wilmingtongov.com
 Dial 711 TTY/Voice



January 4, 2013

Via Email: jim@chandlerengineeringpa.com

Mr. Jim Chandler, PE
 Chandler Engineering, PA
 309 S. Fuquay Avenue
 Fuquay-Varina, NC 27526

Re: Request for Administrative Variance – The Lofts at Randall

Dear Mr. Chandler:

On behalf of the City Engineer, I have reviewed your variance requests and rendered the following decision:

Minimum Side Property Line Offset Granted Denied

Technical Standard: Chapter VII (Traffic Engineering), Section C 2.c. (2): Driveways for lots along major thoroughfares must be at least 75' offset from property lines to the curb line.

Description: The applicant seeks relief from the minimum property line offset for a single two-way driveway to serve a proposed apartment complex on Randall Parkway.

Justification:

The project has a relatively narrow frontage on Randall Parkway. Planning has requested the building address the streetscape or be located as close to Randall Parkway as possible. Compliance with the standard would require a central driveway location, which would push the building further from Randall Parkway. The proposed driveway location should not present a proximity conflict with the tract to the West because it has dual frontage on Randall and Kerr Ave and a much longer frontage along Randall.

Compliance with “the 50% rule” Granted Denied

Standard: Chapter 18 (Land Development Code); Article 14, Div III (Comprehensive Stormwater Ordinance); Sec. 18-735 (Applicability and Jurisdiction); b (applicability); (4) - *“Whenever an existing developed site is modified to create a total of ten thousand (10,000) square feet or more of newly constructed impervious surface area, irrespective of the condition of the existing surface upon which the new impervious surface is created, the modified portion of the site shall comply with this article. Whenever the modification results in placement of newly constructed impervious*

surface over any existing surface such that the newly constructed impervious area equals or exceeds fifty (50) percent of the total impervious surface area, then the entire site shall be required to comply with this article...'

Description: The applicant seeks deviation from the requirement to treat the stormwater runoff from the existing gravel driveway that is used by a several adjacent residents, but lies within the property boundary. Gravel is considered an impervious surface and would otherwise be triggered by the stated section of code because the newly constructed impervious area is greater than 50% of the total impervious area for the site.

Justification:

- The driveway is existing dirt/gravel, which is more pervious than concrete or asphalt.
- The roadway is located in a flat area, is not connected to the public stormdrain system and is surrounded by pervious areas, creating a minimal stormwater impact.
- There are very few treatment options that would be more effective at passive infiltration than the current configuration. On site soil testing indicates excellent infiltration rates.
- The dirt/gravel drive will NOT be used by the residents of the project. It will be fenced off.
- The residents who have used and will continue to use the driveway do not want any improvements to the driveway.

This variance only applies to the gravel areas outside the fence that are being used for driveway access by the surrounding residents. All other on-site newly constructed impervious areas will continue to be subject to the requirements of Article 14, Div III (The Comprehensive Stormwater Ordinance).

Please call me at 910-341-5856 if you have any questions.

Sincerely,



Robert D. Gordon, PE
Project Engineer

cc: David Cowell, City Engineer, City of Wilmington
Tara Murphy, Associate Transportation Planner, City of Wilmington
Derek Pielech, Plan Review Engineer, City of Wilmington
Dawn Snotherly, Associate Planner, City of Wilmington