



**Planning, Development
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DATE: 02.12.2019
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **HANOVER CENTER AZALEA PLAZA [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:

- The project is adjacent to Traffic Control and Utility Equipment. Please revise all sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent traffic control devices, overhead utilities, water and sewer lines/ easements, etc.
- Please refer to the Technical Standards and Specifications Manual 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 – DRIVEWAY ACCESS (Major Thoroughfares):

1. Please show all existing and proposed driveways for the existing parcels and new subdivision.
2. Traffic Engineering’s stance on sites that interconnect along a major thoroughfare is that the combined frontage must meet all driveway spacing requirements per the City’s technical standards. Driveways for the site may be reviewed to determine driveway spacing, number of driveways and driveway type.

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

3. Where multiple driveways are allowed they must be separated by 250’ as measured along the curb line. [7-14 CofW Tech Stds]
4. The property proposes a subdivision on Park Avenue. The project must request a driveway permit for the subdivision from City Engineering.

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

5. Show the location and dimensions for existing and proposed on-site Pedestrian and Vehicular Access Ways Easements for this subdivision, (including Access Easements, Utility Easements, Sidewalk Easements and Pedestrian Access Easements) per city standards. [[Sec.18-421, B, CofW LDC](#)]
6. The Park Avenue Subdivision does not show the location of existing and proposed buildings and infrastructure, such as driveways, sidewalk, handicap ramps, etc. [[Sec.18-421, B, CofW LDC](#)]

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.