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**DATE:** 02.20.2018  
**TO:** ProTrak  
**FROM:** Mitesh Baxi, Traffic Engineering  
Bill McDow, Transportation Planning

■ **COASTAL FINANCE OFFICES [TRC Plan Review #2]**

↻ 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 existing “35 MPH Ahead” traffic sign shown on the plans appear to be inside the 20’X70’ SDT and may need to be relocated. Please contact Traffic Engineering at 341-7888 to discuss relocating this sign.

**NCDOT:**

The proposed NCDOT driveway does not properly tie into the existing curb inlet. The driveway will have to be reconfigured to meet SD 3-03.3 for commercial driveways. Revise the drawing then coordinate directly with City Engineering and NCDOT for the new driveway.

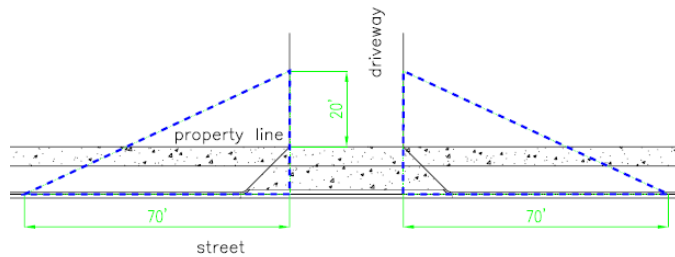
**TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):**

1. As previously stated, the proposed commercial driveway does not meet City Technical standards. The SD 3-03.3 shows a driveway apron with tapered sections for a commercial driveway. Also, the R3’ radius tie-in for the curb return is not properly shown. Please revise. [\[Detail SD 3-03.3 CofWTSSM\]](#)

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

2. As previously stated, driveways shall be City-standard ramp-type driveways. Show appropriate City standard detail(s) on plan. [\[Chapter VII ,Detail SD 3-03.3 & 3-03.4\) CofWTSSM\]](#)
3. Dimension driveway widths and tapers. [\[Sec.18-529 CofW LDC\]](#)
4. The proposed sidewalk along S. Kerr Avenue shall be a minimum of 5’ width when a plaza is installed between the curb and sidewalk and a minimum of 6’ width, when the sidewalk is installed at the back of curb. [\[Chapter VII ,Table 1, pg. 7-4 and SD 3-10 CofWTSSM\]](#)
5. The public sidewalk shows utilities that block the sidewalk or do not meet ADA requirements. Move the utility pole or build the sidewalk away from the pole.

6. As previously stated, the City of Wilmington Sight Distance Triangles are required on the city site plan and city landscaping plan. Please show and apply the City of Wilmington 20'X70' Sight Distance Triangles at each driveway on the site plan and landscaping plan. [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.18-566 CofW LDC]



7. The Darlington Oaks shown at the driveway must have be positioned and maintained in a manner that will not interfere with clear visual sight lines from 30" to 10'.

**TECHNICAL STANDARDS – PARKING:**

8. As previously stated, a turning movement analysis for a Fire Engine is required for the site. Provide the auto turns analysis.
9. Although not a requirement, it is requested the Applicant consider adding some bicycle parking. Please add the proposed number to the site data table and graphically indicate on the plans the location of bike parking. [Sec.18-528 CofW LDC]

**TECHNICAL STANDARDS – Barrier Free Design:**

10. The proposed handicap curb ramp at the western side of the driveway does not appear to meet ADA requirements as shown in SD 3-07. If the project is trying to apply SD 3-08, show this detail and revise the drawing. [Detail SD 3-07 and SD 3-08 CofWTSSM]
11. The crosswalk pavement markings are not striped as per SD 11-11. The ramps at marked crossings must be wholly contained within the markings. Please widen the width of the crosswalk accordingly. [Detail SD 11-11 CofWTSSM]

**MISCELLANEOUS:**

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

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.