



Planning, Development and Transportation

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DATE: 09.11.2019
TO: ProTrak
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Traffic Engineering

■ **TRIANGLE AUTO SALES [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:

- 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 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. <https://www.wilmingtonnc.gov/home/showdocument?id=1910>

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 910-398-9100. Please note additional comments may be forthcoming once coordination occurs. <https://www.wilmingtonnc.gov/home/showdocument?id=3940>

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. This segment of Market St is a major thoroughfare [Chap VII (C) (2) of CofW Tech Stds]. Driveways for lots along major thoroughfares must be at least 75’ offset from property lines measured at the curb line. [Chap VII (C) (2) (c) (2) of CofW Tech Stds] Subject to variance.

TECHNICAL STANDARDS – ACCESS (Driveway):

2. Proposed driveway shall be City-standard ramp-type. Show appropriate City standard detail(s) on plan. [SD 3-03.3 & 3-03.4 CofWTSSM] The flares are greater than required 13’ and are subject to variance. Please coordinate with City’s engineering division.

3. Show proposed driveway centerline elevations at both the front and the back of each concrete driveway apron, at the curb line, property line & points at 26' and 52' behind the property line.
[\[Chapter VII, C\(1\)\(a\)\(2\)12 CofWTSSM\]](#)

TECHNICAL STANDARDS – PARKING:

4. 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'.
[\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#). Please contact Engineering division for this request.

TECHNICAL STANDARDS – ADA:

5. Note the required and proposed number of handicapped spaces in the development data.
[\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

MISCELLANEOUS:

- ❖ 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.