



**Planning, Development
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DATE: 11.27.2018
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **TAKE 5 OIL CHANGE [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.

NCDOT:

The project appears to be modifying the two-way driveway on Market Street for the Shopping Center. Please coordinate with NCDOT and verify required driveway configuration, including Driveway Dimensions, Driveway Stem length and Driveway Type. Please note additional comments may be forthcoming once coordination occurs.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. The site plan appears to be changing the ingress and egress to the Right In Right Out Driveway for the northern portion of the shopping center, by proposing a driveway that restricts NB vehicle movement.
2. Please provide vehicle queuing / movement information to show that incoming traffic will not back up onto Market Street and incoming and exiting Traffic will not be negatively impacted by the changes to two-way traffic, new landscape islands, new configuration of angled parking spaces, and reduced NB drive aisles.

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

3. The proposed exit aisle from the Oil Change Bays and the NB drive aisle, (located behind the Handicap Parking/ Angled Parking spaces) appears to be sending all NB traffic into a One-Way 12’ drive aisle and Right Out onto Market Street. Provide auto turn vehicle movements to show Fire Engines, Trash Trucks, Rescue Vehicles, SU-30 and WB 50 vehicles can safely exit the site via the 12’ wide One Way drive aisle and Right In Right Out driveway.

TECHNICAL STANDARDS – PARKING:

4. As the developer has chosen to provide automobile spaces, please provide bicycle parking spaces for the site. 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](#)]

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.