

**Planning, Development
and Transportation**

Transportation Planning
305 Chestnut Street
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Wilmington, NC
28402-1810

DATE: 06.23.2017

TO: ProTrak

FROM: Bill McDow
Transportation Planning

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■ **CAROLINA'S COLLISION CENTER [TRC Plan Review #2]**

NCDOT:

- The current site plans show a fifty (50') foot internal stem from Oleander Drive. The NCDOT Driveway Permit must match the internal stem length on the site plans for this change to be accepted.
- Provide documentation of the stem length approval by NCDOT. The signed NCDOT DW permit does not appear to show either the June 7, 2017 site plan with the 50' stem length or mention the minimum stem length required by NCDOT.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. The tapers for the proposed 30' driveway and existing geometry appear to be overlapping on the site plan. Please clarify how the driveway will be configured. If a radius style driveway or tapers are provided, please show the 20' offset mentioned in the Variance request and response, (Note: Driveway offsets distances are measured along the curb line/ property line)[[pg. 7-13 CofW Tech Stds](#)]

TECHNICAL STANDARDS – ACCESS (Driveway, Sidewalk and Sight Distance):

2. As previously stated, please dimension driveway widths and tapers. [[Sec. 18-529 CofW Land Dev. Code](#)]
3. For the closed driveways along Oleander Drive, restore the verge area and install curb and gutter to match the curb and gutter in the area. If 30" curb is present, provide a detail for the 30" curb and gutter section.
4. The proposed sidewalk at the new building does not meet minimum City of Wilmington requirements for 5' wide sidewalk. A proposed 4' sidewalk has been shown along the building. Increase the sidewalk width to 5' per Technical Standards.) [[SD 3-10, CofW Tech Stds](#)]

TECHNICAL STANDARDS – Barrier Free Design:

5. The proposed handicap ramp and transition to the sidewalk connection from the public sidewalk to the site appears have a curbing section that is not flush with the surface of the ramp. The elevation shown on the Northern HC space/ ramp and the adjoining sidewalk connection show a 0.5' difference between the TC and BC elevations. Sheet C-4.0 shows a TC 41.94 and BC 41.44. Please revise.
6. Please clarify the ADA Accessible path from the Northern HC Space to the existing building and sidewalk. The pavement elevations shown (PV 41.50) at the end of the Accessible Aisle and along the Accessible path (PV 41.86) do not match the elevations shown on the TC (TC 42.40) for the existing sidewalk. If a new ramp is required to this sidewalk, please show its location and elevation/ slope on the site plan.

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.