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DATE: 08.31.2017
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ MAC'S SPEED SHOP [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.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

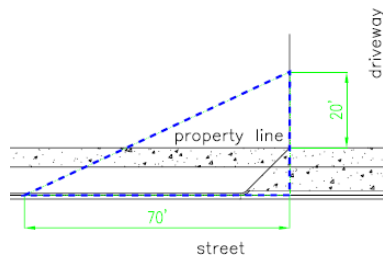
1. Driveways for lots along major thoroughfares must be at least 75' offset from property lines to the curb line. The existing Oleander Driveway will require a variance from the city engineer.
2. The minimum width of a two way driveway is 23' and the maximum width for a two way driveway is 30'. If the additional width is not required, the driveway width can be reduced. [7-9 CofW Tech Stds]

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

3. The minimum width of a two way driveway is 23' and the maximum width for a two way driveway is 30'. If the additional width is not required, the driveway width can be reduced. [7-9 CofW Tech Stds]

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

4. The proposed Oleander Drive and 42nd Street Driveways do not match the city technical standards for driveway apron, wheel chair ramps and sidewalk area that crosses the driveway. Driveways shall be City-standard ramp-type driveways. Please redraw/ modify the existing driveways, wheel chair ramps and sidewalk areas that cross the driveways to match this standard detail. Show appropriate City standard detail(s) on plan. [SD 3-03.3 CofWTSSM]
5. The proposed sidewalk to driveway connection should be flush and 5' minimum width.
6. Provide a sidewalk connection between the site and the public sidewalk.
7. Show and apply the City's 20'x70' sight distance triangle 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]



TECHNICAL STANDARDS – PARKING:

8. All off street parking areas shall be arranged so that ingress and egress is by forward motion of vehicles. [\[Sec.18-526 CofW LDC\]](#)
9. The area above the Bicycle parking and adjacent to the outside Open Air Patio Dining Area appears to be configured for motorcycle or another type of motorized vehicle parking. Please confirm the purpose of this large paved area. If motorized vehicle parking will occur in this area, (motorcycle, scooter, etc.), please provide striped pavement markings to delineate these spaces/ parking area.

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.