



**Planning, Development
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DATE: 10.23.2019
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **OLEANDER COMMONS [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. When the lot has sufficient frontage, driveways for corner lots along major thoroughfares must have corner clearance of 230’ as measured along the curb line. A Variance may be requested.

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

2. The signalized intersection of Adirondack Way and Oleander Drive exceeds the maximum driveway width. The maximum three-lane driveway width is 36’. If Adirondack Way is a city street, please label the street as a Public or Private ROW. [\[7-9 CofW Tech Stds\]](#) A Variance may be requested if the roadway is a driveway and not a street.
3. The proposed sidewalk does not extend to the end of the property frontage. Please show sidewalk on the western side of the signalized driveway and on the eastern side of the right in right out driveway.
4. The site is located on a major thoroughfare, therefore, each access point will be required to meet AASHTO Sight Distance Requirements. Please verify the intersection Sight Distance for intersection, including the street trees proposed for the eastern side of the signalized intersection.

TECHNICAL STANDARDS – PARKING:

5. Show the location for the Bus Shelter on the site plan.
6. Show a Stop Sign and Stop Bar for the connection to the Tidal Creek Co-op site.

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.