



DATE: 04.05.2019
TO: ProTrak
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Transportation Planning

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■ **THE POINT AT BARCLAY BLDG 5 and 6 [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.

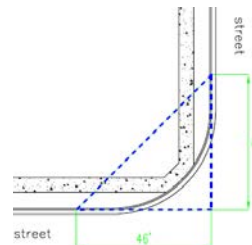
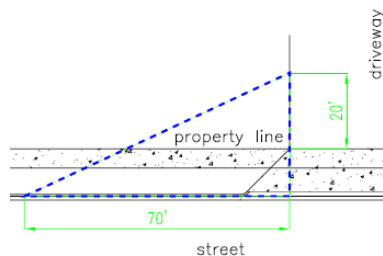
The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email 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.

TRAFFIC IMPACT:

- ❖ Please include the Sidewalk and Multi-use Path Requirements with this plan.
- ❖ Please provide an update on the status of Phase 1 TIA improvements to be installed with this CO and proposed project release.

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

1. Dimension driveway widths and tapers for Building 5. [Sec.18-529 CofW LDC]
2. Show and apply the City's 20'x70' sight distance triangle at each driveway and the City's 46'x46' sight distance triangle at each street corner intersection 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:

3. The proposed loading area is adjacent to an One-Way Drive Aisle. Vehicles will not be allowed to back into the Drive Aisle. All off street parking areas shall be arranged so that ingress and egress is by forward motion of vehicles. [Sec.18-526 CofW LDC]
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'. This request must be made in writing. [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)

5. Portions of the proposed development do not appear to be in compliance with the 500'/800' rule pertaining to the maximum length of a private drive/parking lot. [\[Chapter VII , C \(4\), pg 7-15 to 7-16 CofWTSSM\]](#)

TECHNICAL STANDARDS – Barrier Free Design:

6. The proposed handicap ramps in front of building 5 and building 6 do not appear to be standard. Please revise.
7. The sidewalk ramps adjacent to the cross walks appear to be missing. Please revise.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.

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.