



**Planning, Development
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DATE: 04.17.2019
TO: ProTrak
FROM: Bill McDow
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■ THE POINTE AT BARCLAY COMMERCIAL SUBDIVISION [SRB 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.

BASE INFORMATION:

- The proposed subdivision plan does not appear to meet the minimum Street Design Standards for Table 1 and Table 2 of the Chapter 7, City Technical Standards and Specifications Manual.

TECHNICAL STANDARDS – NEW ROADS:

1. The Point at Barclay is a Commercial Development, therefore, a 60’ ROW is required for non-residential developments. A variance may be required. [Chapter 7, pg. 7-4, CofW Tech Stds]
2. The proposed subdivision streets do not meet the minimum distance between centerline of streets. A variance may be required for this subdivision. [Chapter 7, pg. 7-5, CofW Tech Stds]
3. Proposed Access Easements do not meet maximum length for Private Access Easements, which shall not exceed 400’ from a public street, or exceed 4 SF or Duplex Units. [Detail SD 1-14 CofWTSSM]

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

4. The proposed access easements do not provide for special intersections such as roundabouts Stonecrop Dr. and Barclay Pointe Blvd.
5. Please show the proposed and existing sidewalk along Gallery Park Blvd and the frontages for Tract 1 and Tract 2 parcels.
6. For subdivision roadways that do not have public street maintenance, special provisions for the sidewalk maintenance will be required. Please ensure proposed sidewalk is placed in in Pedestrian Access Easements for maintenance.
7. The Multi-Use Path must be places in a Pedestrian Access Easement.
8. Access easements do not allow for the plazas and angled parking. [Chapter 7, pg. 7-4, CofW Tech Stds]
9. Distinguish between standard sidewalks and brick sidewalks /brick crosswalks.

TECHNICAL STANDARDS – PARKING:

10. 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](#)]

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.