



**Planning, Development
and Transportation**
Transportation Planning
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DATE: 05.16.2019
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■ **ANSLEY PARK [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:

- ❖ A Traffic Impact Analysis (TIA) is underway for this development. The project will be required to implement the TIA improvements for this development. Please contact Fredric Royal, PE Fredric.royal@wilmingtonnc.gov (910)772-4170, to discuss the TIA review process.

TECHNICAL STANDARDS – NEW ROADS:

1. The proposed Ansley Drive cross-section details do not match the parking sections shown on the site plans. The site plans show 8.5' on-street parking, not 6' parking spaces. Please revise.

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

2. Please consider installing a Crosswalk at the intersection of Ansley Drive and Orchard Drive to allow students living within the apartment to safely cross to Codington Elementary School,

TECHNICAL STANDARDS – PARKING:

3. Please revise the number of Handicap Accessible parking spaces to include the 4 parking spaces shown in the Retail Area.
4. The garage areas do not appear to have any accessible parking spaces. Please revise.
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, (Buildings 4 and 5 parking lot). A variance will be required. [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.