



**Planning, Development
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DATE: 09.03.2019
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **DRURY PLACE [TRC 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.

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

1. The project is located along the Masonboro Trail, which was approved in the City of Wilmington/ NHC Comprehensive Greenway Plan. Please show the Multi-use Path on the site and landscape plans.
2. The required Clear Zone Distance for the Multi-Use Path will place part of the path on the property, please show the path within a Pedestrian Access Easement along the frontage of the project.

TECHNICAL STANDARDS – PARKING:

3. The rear portion of the proposed parking area appears to be greater than 160’ in length without an emergency vehicle turnaround. Please consult the Wilmington Fire Department to discuss the turnaround.
4. The site plans do not label all radius points for landscape islands. Please revise. [[Chapter VII, Detail SD 15-13 CofWTSSM](#)]
5. The site data table does not provide the number of proposed bicycle parking spaces. Please list this number within the site data table. [[Sec.18-528 CofW LDC](#)]

TECHNICAL STANDARDS – Barrier Free Design:

6. The handicap parking space appears to be used by more than one office building. The ADA accessible path to these buildings must meet ADA requirements for no more than 5% slope and 2% cross slope on the sidewalks and no more than 8.33% slope for any proposed handicap ramps. [[Sec. 18-529\(b\)\(2\) CofW LDC](#)]

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.