



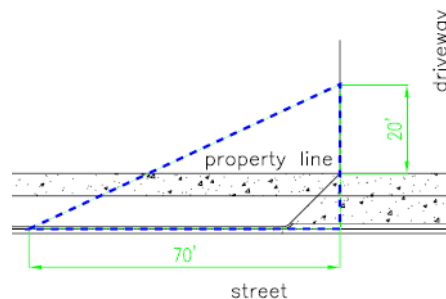
DATE: 11.25.2019
TO: ProTrak
FROM: Mitesh Baxi
Traffic Engineering

910 341-3258
910 341-7801 fax
www.wilmingtonnc.gov
Dial 711 TTY/Voice

■ **NATIONAL GYPSUM COMPANY RAIL SPUR ADDITION [TRC Plan Review #2]**

TECHNICAL STANDARDS – ACCESS (driveway, sight distance):

1. The maximum width of the driveway at the gutter flow line measured between the points where the curb returns or driveway apron meets the curb line or edge of roadway is sixty-two (62) feet. [Chapter VII, C, page 7-10 CofWTSSM]. Please coordinate with Engineering for the variance requirements.
2. Show and apply the City's 20'x70' sight distance triangle at the driveway on the site plan and landscaping plan (if any). [Sec.18-529(c) (3) CofW LDC] [Sec. 18-812 CofW LDC].



TECHNICAL STANDARDS – PARKING:

3. Dimension parking spaces and drive aisle within the project boundary.

TECHNICAL STANDARDS – ADA:

4. When parking facilities are restriped, accessible parking shall comply with the 2010 Standards which includes, but not limited to accessible parking signage. (U.S. Department of Justice, Civil Rights Division, Disability Rights Section ADA Compliance Brief: Restriping Parking Spaces dated December 2015) <https://www.wilmingtonnc.gov/home/showdocument?id=3940>
5. Please show location of accessible ramp(s) on the plan.
6. Note the required and proposed number of handicapped spaces in the development data. [Sec. 18-529(b)(2) CofW LDC]
7. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [Sec. 18-529(b)(2) CofW LDC]
8. Detectable warning domes must be installed at the end of sidewalk before entering drive aisle/pavement surface. It provide a distinctive texture intended to alert persons to the approach to vehicular areas [City/ADA standards].

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.