

**Planning, Development
and Transportation**

Transportation Planning
305 Chestnut Street
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28402-1810

DATE: 02.17.2017

TO: ProTrak

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FROM: Bill McDow
Transportation Planning

■ **ARBOR COMMONS DEVELOPMENT PLAN [TRC Plan Review #3]**

☞ 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 – NEW ROADS:

1. Please provide a cross section for the Mini-circle. Label the height of the center circle and truck apron.
2. The crosswalk at the intersection of Road B and mini-circle appears to have pedestrians crossing within the travel lane and in front of the splitter island. Position the wheel chair ramps and adjoining crossing path so they will not be in the travel lanes of the mini-round about or hindered by the splitter islands.
3. It appears that the splitter islands are hindering pedestrians from crossing at the intersection of Road B and Hollingsworth Drive.
4. Show the lane markings on Hollingsworth Drive on the site plan sheet.
5. Please close the pavement markings at the eastern driveway along Hollingsworth Drive.
6. Show the crosswalks at the intersections of Hollingsworth Drive and John D. Barry Drive.
7. Please show crosswalk marking as Special Emphasis markings instead of Hi Visibility markings.
8. Signs marking the Center Circle of the Mini-circle should be One-Way signs instead of Chevron signs.

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

9. Ensure the Stop Signs for Multilane approaches are 36" size signs. For single lane Approaches, a 30" Stop Sign may be used.
10. Yield Signs should be a maximum of 36" for this area. A 48" sign was shown on the plan.

TECHNICAL STANDARDS – PARKING:

11. The landscape plan shows street trees within the mini-circle travel lanes. Please revise the location for the street trees outside of the travel lanes.

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.