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**DATE:** 03.02.2018  
**TO:** ProTrak  
**FROM:** Bill McDow  
Transportation Planning

■ **WOODLANDS AT ECHO FARMS TRACT 2 [TRC Plan Review #3] LANDSCAPE PLAN**

↻ 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. Access Easements will not be allowed at the end of Road U. Please extend the Road to reach Lot #49, Lot #50 and Lot #51. The length of the end of Road U to the turnaround shall not extend further than 150’.
2. As previously stated, provide approved street names for the proposed streets.
3. The proposed sidewalk and walking trail locations on the Landscape plan and site plans do not match. Revise the sidewalk locations on Road U (Lot #50, Lot #51 and connection to Independence Blvd) , Road R-2 (connections to the trails) and Road R (connections to walking paths)and Echo Farms Blvd, (connections to walking paths and lots 52- 54) and the parking area for the open space and walking trails/ Kayak Launch area to match the site plans.

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

4. Please label and provide dimensions for the plaza width between the back of curb and sidewalk.
5. The Landscape plans show a Street Light on Road U that is outside the plaza area and may interfere with the vehicle turn around, when used by SU-30 vehicles, Fire Engines and Rescue Vehicles. Please reposition this street light away from the vehicle turnaround.
6. The landscape plans do not show the location of Stop Signs, Pedestrian Crossing Signs, and Fire Hydrants.

**TECHNICAL STANDARDS – PARKING:**

7. The parking area adjacent to the open area appears to have a light pole positioned directly behind the curb for the backing stub. Please reposition the light pole from the middle of the backing stub, so vehicles can safely back up without hitting the pole.
8. The backing stub does not appear to be 10’ deep. Please revise. [Chapter VII ,Detail SD 15-12 CofWTSSM]

**TECHNICAL STANDARDS – Barrier Free Design:**

9. The Handicap Parking space in the active open area appears to be on the opposite side of the proposed sidewalk that connects the bicycle parking to the subdivision sidewalk and walking trails to the Kayak Launch path.
10. The proposed Handicap Parking space does not have a wheel chair ramp shown, which will connect it to the sidewalk in the parking lot.
11. Please ensure the Handicap Accessible Parking Space in the open area, has an ADA Accessible path from the parking space to the sidewalk on Road R and to the walking path and Kayak Launch path. If the site plan does not show this ADA Accessible Path, the landscape plan may have to note/label the plan with spot elevations that clearly indicate the accessible route from the HC space to the sidewalks and walking path. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

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.