



**Planning, Development
and Transportation**
Transportation Planning
305 Chestnut Street
PO Box 1810
Wilmington, NC 28402-1810

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

DATE: 09.07.2018
TO: ProTrak
FROM: Bill McDow
Transportation Planning

■ **WOODLANDS AT ECHO TRACT 3A [TRC Plan Review #4]**

↻ 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.

BASE INFORMATION:

- As previously stated, the project connects to the signalized intersection of Echo Farms Blvd and Carolina Beach Road. Show the signalized intersection and 250' on each side of the signal.

TRAFFIC IMPACT:

- ❖ The development will be required to implement the traffic improvements identified in the TIA for this development prior to COA.

TECHNICAL STANDARDS – NEW ROADS:

1. The position of the splitter islands hinder the width of the crosswalks. Crosswalks shall be a minimum of 6', and 10' is preferred. [Standard Detail 3-09 CofW Tech Stds]
2. The proposed Chastain Drive Typical cross-section detail does not meet city Technical Standards. Provide 5' sidewalk and 6' plaza sections on both sides of the street. [7-5 CofW Tech Stds] (Cond. # 16 and Cond. #22)
3. The site plans do not show the horizontal centerline radius for subdivision streets.
4. The subdivision streets do not appear to meet the minimum tangent length between reverse curves of 100'.

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

5. Provide a sidewalk connection between the site and proposed parkland and active recreation areas.
6. Provide connections from the proposed sidewalk to the proposed 5' wide asphalt pedestrian trails.

TECHNICAL STANDARDS – PARKING:

7. The proposed site has placed parking to the north of the emergency Turnaround Access on Webster Way. Please reposition the parking spaces.

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.