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**DATE:** 04.10.2019  
**TO:** ProTrak  
**FROM:** Bill McDow  
 Transportation Planning

■ **TIMBERLYNN VILLAGE CONCEPT [SRB 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.

**BASE INFORMATION:**

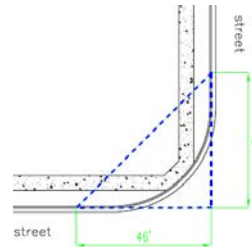
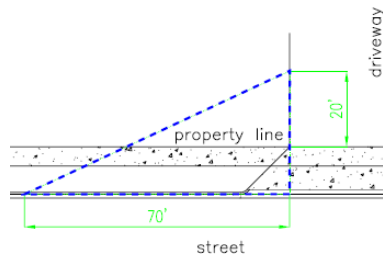
- The proposed plan has multiple plan items on the same sheet. Please revise the plan to show the plan on separate plan sheets. Typical plans have separate sheets for existing condition, demolition, tree inventory, site plan, grading and erosion control and Stormwater management.

**TECHNICAL STANDARDS – NEW ROADS:**

1. The site plan does not show the names and ROW for Streets. A public or private street shall be required to serve multiple family development which contain 50 or more units or has any principal structure more than 500 feet away from public streets. [Chapter VII, page 7-6, General Standards #2 CofWTSSM] The proposed development has more than 50 units and must be served by a public street or private street.
2. Provide street names for the proposed access easement locations/ streets.
3. The site has proposed Horizontal Centerline Radius with less than R100’ for local streets and R200’ for collector streets. A variance will be required. [page 7-5 CofW Tech Stds] The minimum horizontal centerline radius is 100’ for local roads and 200’ for collector streets.
4. Install wheelchair ramp at corner of each street or access easement, per NCDOT and/or City standards. Connect sidewalk with ramp.
5. The minimum tangent length between reverse curves is 100’. A variance will be required. [page 7-5 CofW Tech Stds]
6. The minimum street corner radii is 35’. [7-5 CofW Tech Stds]
7. All on street parking shall be at least 15’ from fire hydrants.

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

8. Show driveways for adjacent lots and lots across the street.
9. Note which existing driveways will be closed. Extend the curb along these driveways and restore the verge area to match the existing/proposed.
10. Provide Regulatory Signs and Markings for the project, including Stop Signs, Stop Bars, and Street Name Signs.
11. Provide/ label a sidewalk connection between the site and the public Multi-use Path.
12. Distinguish between proposed and existing sidewalk(s) and provide dimensions.
13. Provide sidewalk detail SD 3-10 on the plan.
14. Show all adjacent traffic signs and pavement markings on the plan. [Sec. 18-529(b)(2) CofW LDC]
15. Show and apply the City's 20'x70' sight distance triangle at each driveway and the City's 46'x46' sight distance triangle at each street corner intersection on the site plan and landscaping plan. [Sec.18-529(c)(3)CofW LDC] Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [Sec.18-566 CofW LDC]



**TECHNICAL STANDARDS – PARKING:**

16. The proposed parking does not have designated markings for residents and guests. Please distinguish between resident and guest parking,
17. The site has park and open space areas, however, there appears to be no Handicap Accessible parking spaces within the site plan.
18. Show the corner radius for each landscape island and street corner radius. The minimum radius is 25' for any portion of a parking lot adjacent to a travel way (i.e. islands at the end of a parking bay) for parking that is open to the public. R35 radius is required for Street Corner Radius. If the travel way will not be used for emergency service vehicles or truck traffic, you may request a tighter radius, the minimum is 15'. This request must be made in writing. [Chapter VII, Detail SD 15-13 CofWTSSM]
19. Protection from vehicles is required around all required landscaped areas within vehicular areas.
20. Portions of the proposed development do not appear to be in compliance with the 500'/800' rule pertaining to the maximum length of a private drive/parking lot. [Chapter VII , C (4), pg 7-15 to 7-16 CofWTSSM]
21. Provide a turning movement analysis of a Fire Engine on each access easement/ street. The City of Wilmington Fire Department uses a 48.1 foot Fire Engine as its design vehicle.
22. As the developer has chosen to provide automobile spaces, please provide bicycle parking at the Park and Open Areas, in accordance with Sec. 18-528. Please add the required number and the proposed number to the site data table and graphically indicate on the plans the location of bike parking. [Sec.18-528 CofW LDC]

**TECHNICAL STANDARDS – Barrier Free Design:**

23. Please show location of handicap ramp(s) and signs and provide details on the plan.
24. Note the required and proposed number of handicapped spaces in the development data. [Sec. 18-529(b)(2) CofW LDC]

**GENERAL NOTES TO ADD TO THE PLAN:**

- A. All pavement markings in public rights-of-way and for driveways are to be thermoplastic and meet City and/or NCDOT standards. [Detail SD-13 CofW Tech Stds]

- B. All signs and pavement markings in areas open to public traffic are to meet MUTCD (Manual on Uniform Traffic Control Devices) standards. [\[Detail SD 15-13 CofW Tech Stds\]](#)
- C. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- D. All parking stall markings and lane arrows within the parking areas shall be white.
- E. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.
- F. It shall be the responsibility of the subdivider to erect official street name signs at all intersections associated with the subdivision in accordance with the Technical Standards and Specifications Manual. The subdivider may acquire and erect official street name signs or may choose to contract with the city to install the street signs and the subdivider shall pay the cost of such installation. Contact Traffic Engineering at 341-7888 to discuss installation of traffic and street name signs. Proposed street names must be approved prior to installation of street name signs.
- G. Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.
- H. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [\[SD 15-14 CofW Tech Stds\]](#)
- I. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.
- J. If these units are sold at any point, the buyer must receive a subdivision street disclosure statement. Please note this on the site plan and advise the property owner of this requirement. [\[Sec.18-378 \(e\) 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.
- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements.
- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.

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.