



**Planning, Development
and Transportation**
Transportation Planning
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DATE: 5.08.2018
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■ OSPREY LANDING [TRC 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.

TECHNICAL STANDARDS – NEW ROADS:

1. The subdivision has less than 15 units, therefore, the proposed private street may be reduced to a 40' ROW. [Min. Standards for Non-Arterial Streets in Subdivisions, Table 1, pg. 7-4 CofW TSSM]
2. Please revise the proposed Private ROW to match the 40' ROW, including 15' Asphalt width, etc. [Min. Standards for Non-Arterial Streets in Subdivisions Table 1, pg. 7-4, CofWTSSM]
3. The site is located in Zone AE and Zone X areas. The proposed road cross section may have to be increased due to these soil types.
4. The proposed street does not show the dimensions for the centerline geometry of new street.
5. The minimum horizontal centerline radius is 100' for local roads.
6. The minimum tangent length between reverse curves is 100'.
7. The minimum street corner radii is 35'. Label the street corner radius. [7-5 CofW Tech Stds]

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

8. Show the edge of pavement and elevation of the shoulder and ditch section in front of the proposed sidewalk.
9. The site will need to provide either vertical separation for the sidewalk or horizontal separation in accordance with clear zone (clear recovery) distance for Greenville Loop Road.
10. The proposed 6' Private PAE leads to the dock/ Gazebo area. Please provide an all-weather, accessible path to allow Fire and Rescue First Responders to access the site. Provide a detail of the path and its materials.
11. Show the detail/ materials for the proposed piers and boat launch.
12. Please show the proposed driveway locations for the subdivision lots, including the driveway connections to the T-type turnaround.

TECHNICAL STANDARDS – PARKING:

13. Please show the Standard detail for a hammerhead turnaround.
14. If the proposed turnaround is different from the city standard detail, the site must provide a turning movement analysis of a fire engine vehicle at proposed turnaround location.
15. Please ensure the road way clearance has a minimum of 13.5' height clearance for Fire and Emergency response.

TECHNICAL STANDARDS – Barrier Free Design:

16. Please show location of handicap ramp(s) and tactile mats and provide details on the plan.

GENERAL NOTES TO ADD TO THE PLAN:

- A. 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. [\[SD 15-14 CofW Tech Stds\]](#)

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.

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.