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**DATE:** 07.05.2018  
**TO:** ProTrak  
**FROM:** Bill McDow  
 Transportation Planning

■ **WOODLANDS AT ECHO TRACT 5 [TRC Plan Review #2]**

↻ 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:**

- Show the left out at the intersection of McCarley Blvd at Road A.

**TRAFFIC IMPACT:**

- ❖ A Traffic Impact Analysis (TIA) is underway for this development. The project will be required to install all TIA improvements for this project.

**NCDOT:**

The project will be required to install NCDOT required improvements including median changes, driveway/street connections and lane configurations and traffic islands.  
 Please revise the plans to show these changes.

**TECHNICAL STANDARDS – NEW ROADS:**

1. The proposed street cross section for Street A with 50' ROW does not meet city technical standards for sidewalk along city streets. Sidewalk is required on both sides of the new street. [\[Chapter VII, Table 1, pg. 7-4 CofWTSSM\]](#)
2. The proposed street cross section for Street A with 50' ROW and median section does not meet city technical standards for sidewalk along city streets. Sidewalk is required on both sides of the new street. [\[Chapter VII, Table 1, pg. 7-4 CofWTSSM\]](#)
3. The proposed 5.5' sidewalk along the back of curb for the 50' ROW with median section does not match city technical standards, which require sidewalk along the back of curb to be increased to a minimum of 6'.
4. Provide approved Street Names for this subdivision. The names used for Tract 5; Road A, Road B and Road C, have been used in multiple tracts within this subdivision.

5. Please include this variance request to SRB. The proposed Road A with T-style Turnaround appears to be operating as a cul-de-sac style roadway. Road A off McCarley Blvd. exceeds the maximum length of 500'. [\[Chapter VII, Sec. B \(2\) CofWTSSM\]](#)

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

6. The proposed 14.7' parking areas are shown with 1 vehicle parked. Please Increase the parking area to accommodate two vehicles per each unit within these driveways or clarify how these units will park 2 vehicles per unit.

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.