



**Planning, Development
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DATE: 12.18.2019
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **WOODLANDS AT ECHO TRACT 1 [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.

TRAFFIC IMPACT:

- ❖ The Woodlands at Echo TIA does not show Tract 1 for Woodlands at Echo Farms in the site layout or original TIA Scope.
- ❖ The Woodlands at Echo Farms Tract 1 project proposes 206 residential units, including 120 Apartments and 86 Townhouses.
- ❖ Per the Institute of Transportation Engineers (ite) Trip Generation 10th Edition, 2018, Microtrans trip Generation Software; the estimated Trip Generation for the proposed **LUC 220 (Apartments and Townhouses), 206 units**, (ite land use code 220) is 95 total driveway volume in the AM peak hours, 112 total driveway volume in the PM peak hours and 1517 average weekday 2-way driveway volume.
- ❖ Based upon the total estimated trips for this project, a Traffic Impact Analysis (TIA) will be required for this development. Please contact Abby Lorenzo, Sr. Transportation Planner, at (910) 341-7890, Abigail.Lorenzo@wilmingtonnc.gov to discuss the TIA review process and begin the scoping discussion.

TECHNICAL STANDARDS – NEW ROADS:

1. The site does not meet the minimum requirements for a local street or collector street. The minimum horizontal centerline radius is 100’ for local roads and 200’ for collector streets. A variance may be requested.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

2. The site was granted a variance for the 75’ property line offset for driveways along a major thoroughfare, and the maximum number of driveways along a major thoroughfare. [7-13 #b CofW Tech Stds]

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

3. The site is along the Independence Blvd Multi-Use Path. Please replace the 5’ sidewalk, shown on the site plans with a 10’ Multi-Use Path. Connect the Multi-Use Path to the sidewalk on Road A and Road C.

4. Provide a detail for a 10' Multi-Use Path on the site plans.

MISCELLANEOUS:

- ❖ 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.