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DATE: 06.26.2018
TO: ProTrak
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 Transportation Planning

■ **THE COLLECTION AT INDEPENDENCE PHASE 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.

BASE INFORMATION:

- Sheet CS010 has a 1inch equals 120 feet scale, but, the graphic scale is incorrectly shown as 1 inch equals 100 feet. Please verify graphic scale matches the horizontal scale on each sheet.

TRAFFIC IMPACT:

- ❖ A Traffic Impact Analysis (TIA) is underway for this development, (Independence Mall Redevelopment TIA). The project will be required to implement the improvements identified for this development.
- ❖ If the Independence Mall Redevelopment TIA is not a phased TIA, then the project will be required to install improvements prior to Full Buildout.
- ❖ If the Land Uses or intensity for any uses listed within the Scope for the Collection at Independence TIA changes, then a revised scope may be required.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. Traffic Engineering’s stance on sites that interconnect along a major thoroughfare is that the combined frontage must meet all driveway spacing requirements per the City’s technical standards.
2. Where multiple driveways are allowed along major thoroughfares they must be separated by 250’ as measured along the curb line.
3. Maximum allowed driveways along major thoroughfares is 1/600 lf of continuous frontage plus 1/every 300 additional lf or portion thereof as measured at the property line. [\[7-13 #b CofW Tech Stds\]](#)

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

4. The site plans do not show locations where the curb and sidewalk are flush with the driveway.
5. Depressed Curb Ramps shown on CS 101, do not appear on other plan sheets.

6. Provide a sidewalk connection between the site and the public sidewalks on Fordham Road. The sidewalk connection must be continuous, the proposed route on CS100 and CS102 appears to be directing pedestrians into the drive aisle for a parking lot to the south of the Grocery Store.
7. The proposed sidewalk connection at Oleander Drive appears to be blocked by existing Utilities and Signal Equipment. The sidewalk shall be clear from horizontal and vertical obstructions, such as guidewires, footers for the Signal Cabinet, etc. Please revise and add dimensions for the required 6' wide sidewalk and wheel chair ramps.
8. The proposed cross walk along Oleander Drive appears to be moving the existing traffic island and Stop Bar. Please show the new location of the traffic loops and Stop Bar as a result of this proposed cross walk installation.
9. The site plans for the rear of the site, (SW corner) appears to be missing the sidewalk and wheel chair ramp adjacent to the CFPUA Pump Station. A cross walk appears to be connected to this area, however, there is no wheel chair ramp and sidewalk shown.

TECHNICAL STANDARDS – PARKING:

10. Show the Auto Turning movements for WB-62 Delivery Vehicles and Trash Trucks to the loading Docks for this project.
11. Provide Auto Turns for Fire Engines for this project, (note: WFD uses a 48.1' FD Tower vehicle for its template).

TECHNICAL STANDARDS – Barrier Free Design:

12. The proposed location of the handicap parking spaces at the Grocery Store appear to be in conflict with adjacent utilities at the east of the building. Please shift the utilities so they will not conflict with the handicap accessible parking spaces.
13. The proposed Handicap Parking Spaces near building R3, appear to have DI Grate (EL. 41.93) in the Handicap Parking Space and Accessible Aisle. The grate may interfere with the safe use of the space and accessible aisle. Please relocate the grate or the handicap parking space and accessible aisle.

MISCELLANEOUS:

- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements.
- ❖ Transportation Planning Staff reserves the right to review and comment on any additional plans submitted for this development.

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.