



**Planning, Development
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DATE: 09.26.2018
TO: ProTrak
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■ **THE COLLECTION AT INDEPENDENCE PHASE 1 [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.

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.

TECHNICAL STANDARDS – DRIVEWAY ACCESS (Major Thoroughfares):

1. Please label the width of the property frontage on Oleander Drive for this project. The property frontage appears to be less than the 600' width required for multiple driveways. 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. [\[7-13 #b CofW Tech Stds\]](#) A variance may be required for this frontage width and number of driveways.

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

2. As previously stated, the Fordham Road sidewalk connection between the site and the public sidewalks on Fordham Road appears to direct pedestrians into a drive aisle, prior to reaching the interior sidewalk along the Mall access road. Please revise the way the sidewalk/ route directs pedestrians to the interior sidewalk.
3. The proposed corner and stop bar location on Oleander Drive has changed. Provide a standard City Crosswalk (6' minimum, 8' to 10' preferred) and wheel chair ramps. The proposed ramp and cross walk must be covered by the pavement markings and meet the requirements of the crosswalk diagram shown in the intersection layout shown on SD 3-09. [\[Detail SD 3-09, CofW Tech Stds\]](#)
4. The crosswalks across the Mall access road are required to be a minimum of 6' wide, (8' to 10' preferred). Please label the width of the crosswalks and ensure the curb cuts are as wide as the minimum 6' width to allow adequate passing width in the crosswalk and to meet standards of Detail SD 3-09. [\[Detail SD 3-09, CofW Tech Stds\]](#)

5. The proposed wheel chair ramps on Oleander Drive and the main entrance must meet requirements for Standard Detail 3-09 and SD 3-07. The ramp must be as wide as the 6' sidewalk that is required when the sidewalk is placed on the back of the curb. If the sidewalk has a grass plaza strip, then the sidewalk and ramp may be reduced to 5' width. [[Detail SD 3-09](#) and [Detail SD 3-07](#), CofW Tech Stds]

TECHNICAL STANDARDS – PARKING:

6. Please provide a detail for the proposed elevated pedestrian crossing, which is adjacent to Building R6. Please show the height and length of the ramp, and dimensions for the table section and inclines/ ramps for this structure. Automobiles, Rescue Vehicles, SU-30 Vehicles and Fire Engines must be able to cross this structure without incurring damage or having issues with the wheel base for these vehicles.

TECHNICAL STANDARDS – Barrier Free Design:

7. The proposed Handicap Parking Signs near the buildings R12 and R15 appear to be placed within the slope for the handicap ramps. Please revise the location of the signs.
8. The proposed handicap parking spaces appear to have wheel stops that do not have the required 2.5' vehicle overhang, (handicap parking spaces that are face to face with another handicap parking space). Please revise the parking spaces or provide wheel stops to allow for vehicle overhang.

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.