

APPLICATION ACCEPTANCE POLICY

BOARD OF ADJUSTMENT REQUEST FOR VARIANCE

City of Wilmington
Planning, Development and Transportation
Zoning Division

PO Box 1810 | 929 N Front St.
Wilmington, NC 28402
Telephone 910.254.0900 | Fax 910.341.3264

The City of Wilmington understands that clear expectations make the application and review processes easier for both applicants and staff. The policies outlined below will enable staff to move the process along in a way that ensures that each application receives the attention it deserves. Staff desires to complete review of projects in an accurate and timely manner. Due to the volume of applications and quasi-judicial hearing schedules, working with incomplete materials detracts from the timely review of applications.

1. Applications are to be reviewed for completeness by staff prior to being officially accepted by the City for review. Applications that are dropped off or mailed in cannot be accepted without prior approval from the Zoning Administrator.
2. Checklists for each type of request are provided with each application package. If the application does not contain all required items on the checklist, it will be considered incomplete and shall not be accepted.
3. Upon determination by staff that an application for a variance is complete, it will be officially accepted by the Zoning Division. Staff will complete an acceptance form and both staff and the applicant must sign the form. The application is not considered officially accepted until this form is signed by both the planner and the applicant. A copy of the signed form will be given to the applicant and a copy will be placed in the project file at the time of acceptance. Staff will not hold materials for incomplete applications.
4. Application fees must be paid at the time an application is submitted for acceptance.
5. In order to allow time to process fees, applications will not be accepted after 4:00 PM each day. On the deadline day for submittals for Board of Adjustment quasi-judicial hearings, applications will not be accepted after 1:00 PM.
6. For your convenience, applicants may schedule an appointment with staff or may "walk-in" without an appointment. Please allow sufficient time to review the application package with staff.
7. If you plan to have legal representation at the quasi-judicial hearing, please notify city staff within one week prior to the hearing to ensure that the city can arrange representation as well. Failure to do so may result in the city requesting a continuance to another hearing.

The Planning Division staff looks forward to working with you during the application process. If you have questions or need further assistance, please call 254-0900.

**CITY OF WILMINGTON
STATE OF NORTH CAROLINA**

APPLICATION FOR A VARIANCE

PURPOSE OF VARIANCE – A Variance is the official allowance of a variation from the dimensional requirements of the City Land Development Code or other development regulations. An applicant for a variance must demonstrate valid reasons which create a need for a Variance. These reasons cannot be strictly economic in nature but must generally involve some physical problem with the subject property which will not allow it to be developed in a reasonable manner if City development regulations are followed literally, such as a lot which is substandard in area or width.

BOARD OF ADJUSTMENT - The Board of Adjustment, or BOA, is the official City Board that considers requests for variances. The BOA receives sworn testimony at its quasi-judicial hearings and issues decisions on variance requests based on this testimony. It is the responsibility of each applicant for a Variance to attend the BOA meeting and present sworn testimony in support of the request.

REASON FOR VARIANCE REQUEST – Explain in your own words why you are requesting a Variance. Be sure to clearly indicate the problem(s) you will experience in complying with the City development regulations. (Attach additional sheets if needed.)

The variance being requested is for the removal of a 32" long leaf pine located inside an existing access easement recorded in 1970. The easement was initially created to provide vehicular access and interconnectivity between adjacent and future development projects which mitigates traffic on public streets. The tree removal is being requested to allow for improvements anticipated in the deed which include drainage, utilities and a 24 ft access way.

The BOARD OF ADJUSTMENT is required to make the following four (4) findings before granting a Variance. Write a thorough response to each of these items.

1. Unnecessary hardship would result from the strict application of the ordinance. It shall not be necessary to demonstrate that, in the absence of the variance, no reasonable use can be made of the property;
2. The hardship results from conditions that are peculiar to the property, such as location, size, or topography. Hardships resulting from conditions that are common to the neighborhood or the general public may not be the basis for granting a variance;
3. The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a variance shall not be regarded as a self-created hardship;
4. The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.

Application No. _____

ATTACH PLOT PLAN DESCRIBING VARIANCE REQUEST

PROPERTY LOCATION INFORMATION

Street address of subject property 4945 University Drive

Tax Parcel Number of subject property R05511-002-031-000

ATTACH TAX PARCEL & OWNERSHIP INFORMATION FOR ADJACENT PROPERTIES

APPLICANT INFORMATION

Name/Address/Telephone/Email

Wilmington (College Rd)

Name: WW, LLC

361 Summit Blvd, Suite

Address: 110, Birmingham, AL 35243

Phone #: 602-908-1424

Email: cpost@cgppe.com

OWNER INFORMATION

Name/Address/Telephone/Email

Taylor Foods Associates

231 Fairway Drive,

Fayetteville, NC 28305

910-491-4222

parker@rfperson.com

ATTACH AGENT FORM IF THE APPLICANT IS NOT THE OWNER

DATE 10/29/2025

Carl R
APPLICANT'S SIGNATURE

INFORMATION TO APPLICANTS APPEARING BEFORE THE CITY OF WILMINGTON BOARD OF ADJUSTMENT FOR A VARIANCE

The Board of Adjustment regularly meets on the third Thursday of each month at 1:00 p.m. in City Council Chambers, 102 North 3rd Street, Wilmington, NC.

An application to the Board of Adjustment for a variance must be submitted to the City of Wilmington Zoning Division, located at 929 N Front Street, 1st Floor, **thirty (30) working days** prior to the meeting at which the application is to be considered. **Should the applicant or his agent fail to appear for a duly scheduled quasi-judicial hearing before the Board of Adjustment without first requesting a continuance, such application for a variance may be dismissed by the Board.**

An application must be accompanied by the following items - otherwise, it will not be accepted.

- 1) Completed application form (including plot plan showing the nature of the variance request) and completed agent form, if needed. NOTE: The plot plan shall be drawn to scale and its size shall not exceed 11" x 17".
- 2) A check made payable to the City of Wilmington in the amount of \$500.00 for a variance request and for all other appeals.
- 3) A New Hanover County tax map delineating the property in question.
- 4) Within 5 business days of submitting an application, applicants shall be responsible for providing payment for adjacent property owner notification in the amount of \$0.85 per required notice. Adjacent properties are all properties abutting the site and properties immediately across the street from it. Planning staff will provide the applicant with a list of adjacent property owners and confirmation that notices were mailed.

Please contact the Zoning Division at 254-0900 if you have any questions.

**CITY OF WILMINGTON
STATE OF NORTH CAROLINA**

**APPLICANT'S RESPONSE TO REQUIRED ITEMS
FOR CONSIDERATION FOR A VARIANCE**

Applicant/Representative: Please write a thorough response to the following four items which are required by State law to exist in order for a variance to be granted. Please submit these responses as part of your application package.

1. Unnecessary hardship would result from the strict application of the ordinance. It shall not be necessary to demonstrate that, in the absence of the variance, no reasonable use can be made of the property;
2. The hardship results from conditions that are peculiar to the property, such as location, size, or topography. Hardships resulting from conditions that are common to the neighborhood or the general public may not be the basis for granting a variance;
3. The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a variance shall not be regarded as a self-created hardship;
4. The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.

APPLICANT INFORMATION:

The date, time, location and other pertinent information concerning the Board of Adjustment meeting is enclosed. It is highly recommended that you or your representative attend the meeting. In the event that you do not attend, the item may be continued or approved in a manner other than your original request. If you plan to have legal representation at the quasi-judicial hearing, please notify city staff within one week prior to the quasi-judicial hearing to ensure that the city can arrange representation as well. Failure to do so may result in the city requesting a continuance to another quasi-judicial hearing. Absence at a meeting is implied consent for the actions that may be taken by the Board.

Should you have questions regarding the Board of Adjustment procedures or the specifics of the meeting, please contact the Planning Division at 254-0900, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m.



To: City of Wilmington Board of Adjustment

From: Nadean Shovels, PE (VA)
Kimley-Horn and Associates, Inc. on behalf of Wilmington (College Rd) WW, LLC

Date: November 4, 2025

Subject: Wawa 6141 – Applicant's Response to Required Items for Consideration for a Variance

To whom it may concern,

On behalf of Wilmington (College Rd) WW, LLC, we respectfully request relief from Section 18-316(B)(2) of the Wilmington Land Development Code. Pursuant to Table 18-316.1 of the Wilmington Land Development Code, any long leaf pine with a minimum diameter at breast height (DBH) of 24 inches is classified as a "Specimen Tree" and requires a variance for removal under Section 18-316(B)(2). The purpose of the request is to allow the removal of an existing 32" long leaf pine specimen tree from 4945 University Drive to accommodate a 24' wide site access serving the adjacent parcel with the address 524 College Road.

Required Findings:

1. Unnecessary hardship would result from the strict application of the ordinance.

Unnecessary hardship would result from the strict application of the ordinance as the existing access easement may not be utilized for its intended purpose. 4945 University Drive is a 0.16-acre parcel owned by Taylor Foods Associated. The parcel is approximately 35' wide and 200' long. The parcel is currently undeveloped with primarily grass cover. There is a 30' wide ingress/egress and water/sewer easement located on the property that runs the length of the parcel in which the specimen tree is currently situated. The easement was dedicated in 1970 to provide vehicular access and utility access to the adjacent parcel, 524 College Road, in Book 882, at Page 292 in the office of the Register of Deeds of New Hanover County. The applicant intends to use the easement as intended, to provide vehicular access to 524 College Road in support of a redevelopment project proposed on that parcel. If the variance is not granted, 4945 University Drive could not be utilized for its intended use, and the proposed redevelopment of 524 College Road will be halted by the applicant.

2. The hardship results from conditions that are peculiar to the property, such as location, size, or topography.

The hardship results from conditions that are peculiar to the property, specifically the size of the parcel. As discussed above, 4945 University Drive is a 35' wide x 200' long parcel with a 30' wide ingress/egress and water/sewer easement on it intended to serve 524 College Road. The 32"

specimen tree is located at the mid-point of the parcel and has a 40' diameter critical root zone. Per Section 18-316(D) of the Wilmington Land Development Code, the critical root zone of the specimen tree must be protected and disturbance within the critical root zone shall not exceed 20% of the protection area. Exhibit 1 below shows the location of the critical root zone on the parcel. As shown, the specimen tree's critical root zone prevents the parcel from being utilized for its intended use. Furthermore, due to the dimensions of the parcel, it cannot be practically utilized for any other purpose, and therefore the parcel would be rendered effectively useless in the absence of this variance.

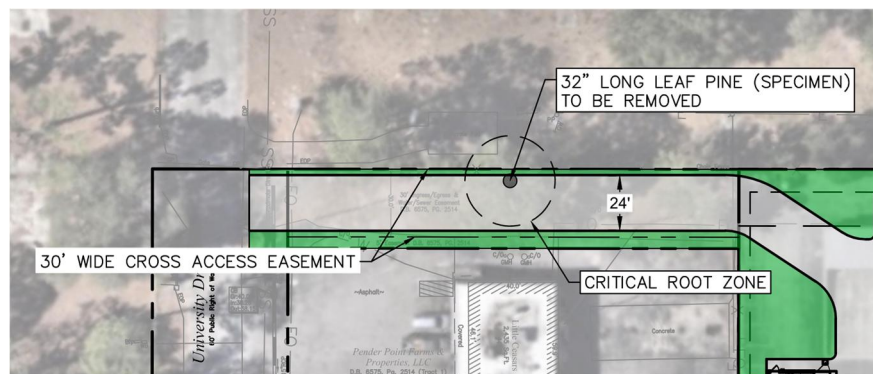


Exhibit 1: Critical Root Zone

3. The hardship did not result from actions taken by the applicant or the property owner.

The hardship did not result from actions taken by the applicant or the property owner. The original property owner established the 30' ingress/egress and water/sewer easement in 1970. At that time, the subject long leaf pine was not a specimen tree.

The applicant entered into a purchase sale agreement with the owner of 524 College Road in 2024 with the intent of using the 30' easement on 4945 University Drive for site access. The applicant explored alternative access through the adjacent Pizza Hut parcel and Wells Fargo parcel. However, the property owners denied the applicant's request, noting that 4945 University Drive was established with the purpose of providing access from 524 College Road to University Drive. Correspondence between the applicant and parcel owners is attached.

4. The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.

The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved. The applicant intends to redevelop 524 College Road into a Wawa convenience store with fuel sales. Proposed access to the site is via a right-in/right-out access onto College Road and a full access onto University Drive, through the 30' easement located on 4945 University Drive, helping to mitigate vehicular traffic on public streets. Strict application of the ordinance would limit the site to one right-in/right-out access onto College

Road. Traffic Planning and Design, Inc (TPD) completed a traffic impact analysis (TIA) on December 5, 2024. The TIA found that the University Drive access point is expected to accommodate approximately 42% of the AM peak hour trips to and from the site. If the specimen tree cannot be removed, access will be limited to College Road only, requiring it to accommodate all peak hour vehicle trips. This could cause unnecessary traffic on College Road as vehicles slow to enter the site. By providing additional access onto University Drive, traffic directly onto College Road will be alleviated, leading to safer conditions for the traveling public.

For the reasons stated above, strict application of Section 18-316(B)(2) of the Wilmington Land Development Code would create unnecessary hardship due to unique site conditions beyond the applicant's control. The requested variance is reasonable, consistent with the code's intent, and necessary to permit reasonable use of the subject property. Therefore, the applicant respectfully requests approval of the variance outlined above.

Sincerely,

Nadean Shovels, PE (VA)

ND:4925-1729-5735, v. 3



Bartlett Tree Experts
Everett Jones – Representative
2725 Old Wrightsboro Rd Suite 5C
Wilmington, NC 28405

Prepared April 4th, 2025

Capital Growth Buchalter
ATTN: Jeffrey Lewin
361 Summitt Blvd, Suite 110
Birmingham, AL 35243

Everett Jones
Arborist Representative
ISA Certified Arborist #so-10692A
ISA Tree Risk Assessment Qualified

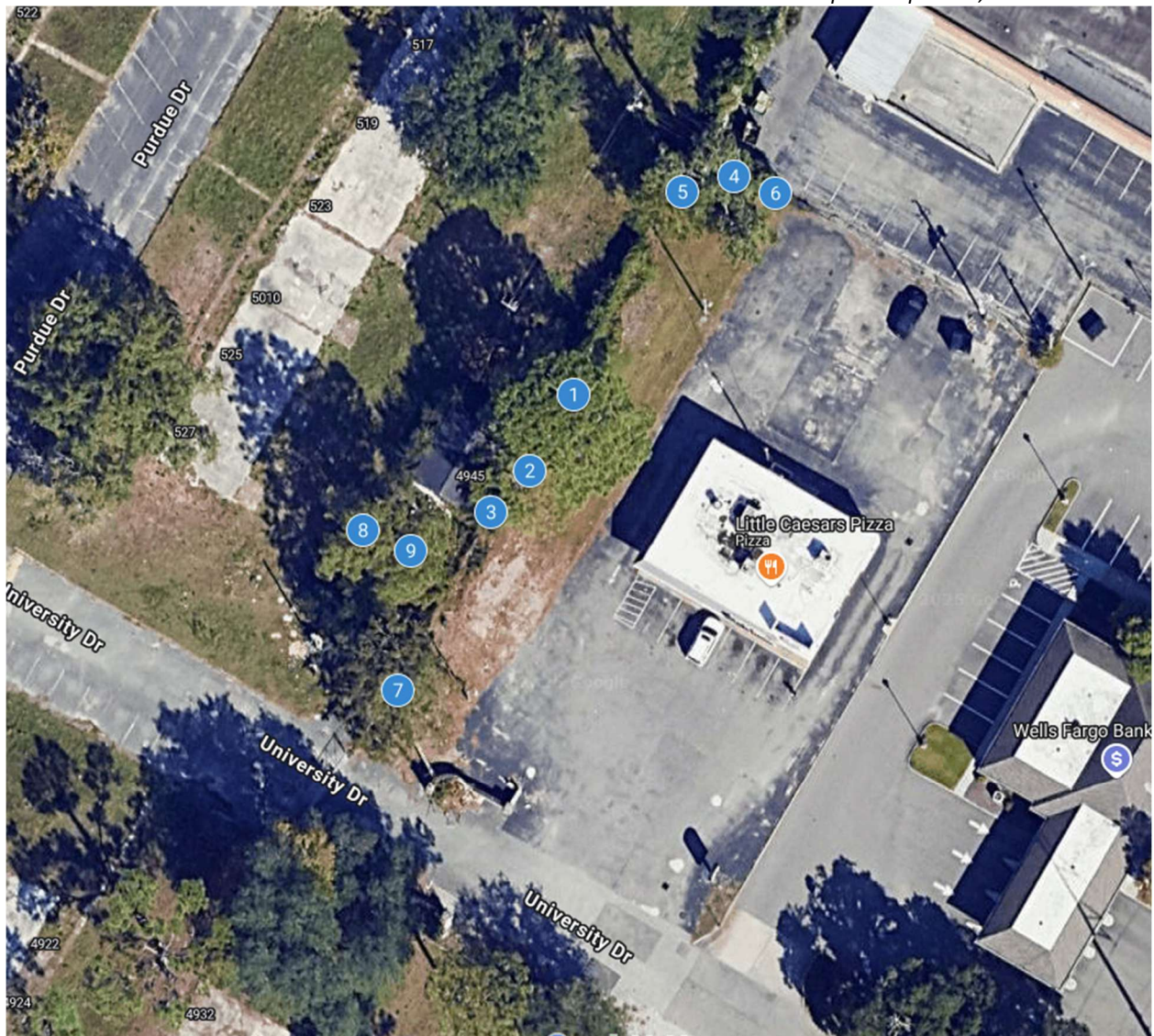
The following is the tree Identification and DBH verification for the trees at 4945 University Dr Wilmington, NC, 28403, as assessed on April 4th, 2025.

ID Number	Species	DBH(diameter at breast height)	City Classification
1	<i>Longleaf Pine</i>	32"	Specimen
2	<i>Longleaf Pine</i>	17"	Regulated
3	<i>Sand Laurel Oak</i>	9"	Significant
4	<i>Loblolly Pine</i>	29"	Significant
5	<i>Longleaf Pine</i>	15"	Regulated
6	<i>Eastern Redcedar</i>	9"	Regulated
7	<i>Water Oak</i>	19"	Significant
8	<i>Longleaf Pine</i>	18"	Significant
9	<i>Longleaf Pine</i>	20"	Significant



Bartlett Tree Experts
Everett Jones – Representative
2725 Old Wrightsboro Rd Suite 5C
Wilmington, NC 28405

Prepared April 4th, 2025



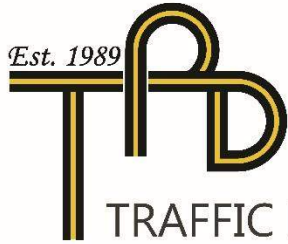
If you have any questions about this report, please contact me.

- Everett Jones

The owner/client also understands and acknowledges that the consultation of survey and tree condition verification, are not intended to provide a Tree Risk Assessment as defined by industry standards. The owner/client should not infer that any information contained in, or absent from, the accompanying inspection, report, or deliverable material is meant to declare a tree or group of trees to be "safe" or the risk of failure mitigated in any way.

12-05-2024

TPD# CGRB.00062

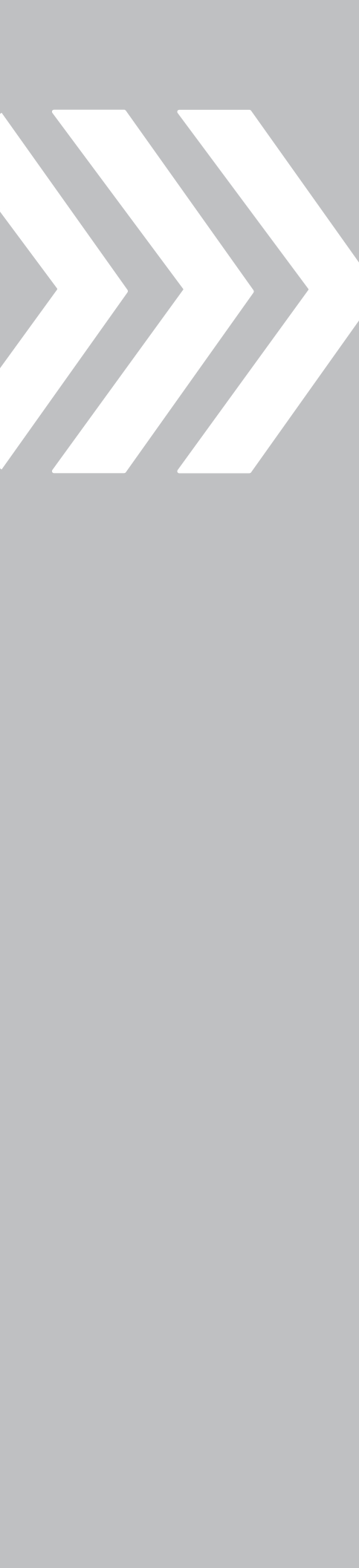


TRAFFIC PLANNING AND DESIGN, INC.



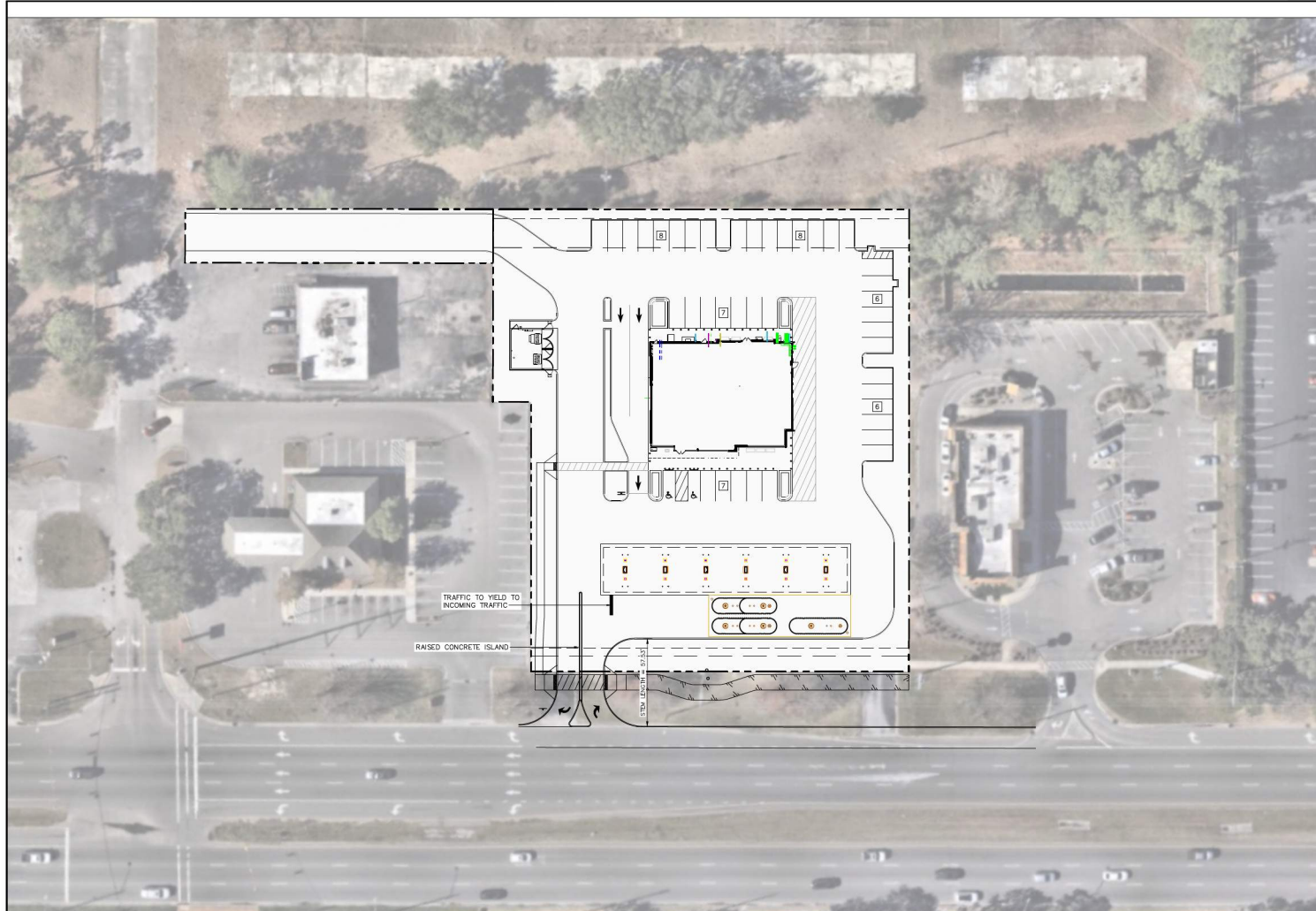
C-Store College Rd & University Dr
Transportation Impact Study – Step 1.A
Submittal

For Submission To:
WMPO and NCDOT

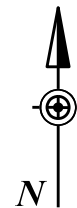


FIGURES: 1-9





**ACCESS EXHIBIT
WILMINGTON, NC**
COLLEGE ROAD & UNIVERSITY DRIVE



PRELIMINARY SITE PLAN:
 * THIS SITE PLAN, BEING PRELIMINARY IN NATURE DOES NOT GUARANTEE THAT ALL REQUIREMENTS FOR ZONING ISSUES, NOR STORM DRAINAGE, GRADING, UTILITY EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THIS TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE LAYOUT OF THIS SITE.

Kimley»Horn

4525 MAIN STREET, SUITE 1000, VIRGINIA BEACH, VA 23462
 PHONE: (757) 213-8600
 WWW.KIMLEY-HORN.COM



GRAPHIC SCALE IN FEET
 0 15 30 60

OPTION 2

DATE: 11/12/2024



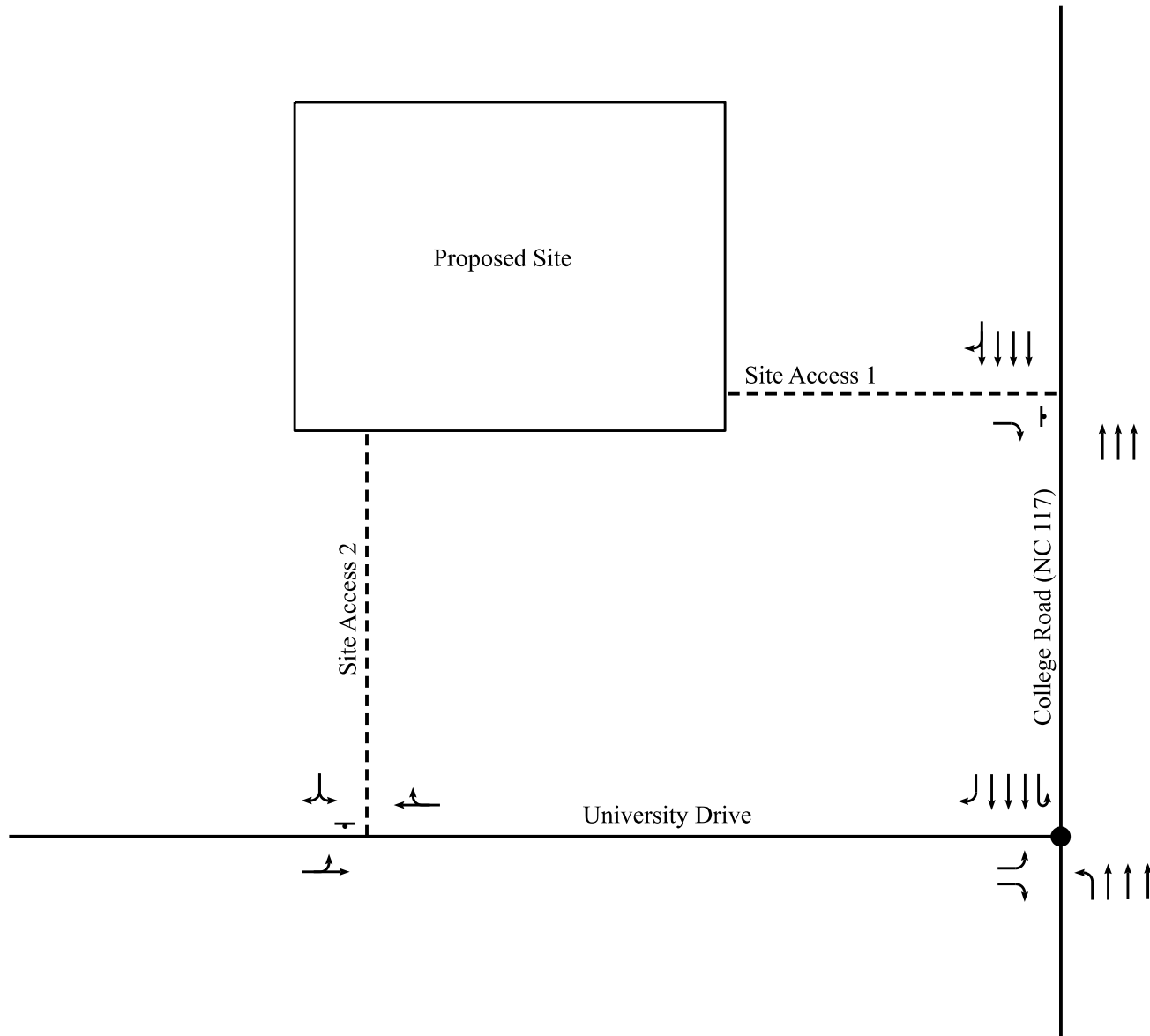
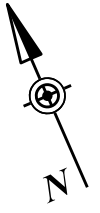
www.TPDinc.com

1.877.873.9739

info@TPDinc.com

FIGURE 2

SITE PLAN



KEY:

-  STOP CONTROLLED
-  SIGNALIZED INTERSECTION
-  PROPOSED DRIVEWAY

SCHEMATIC DRAWING:NOT TO SCALE



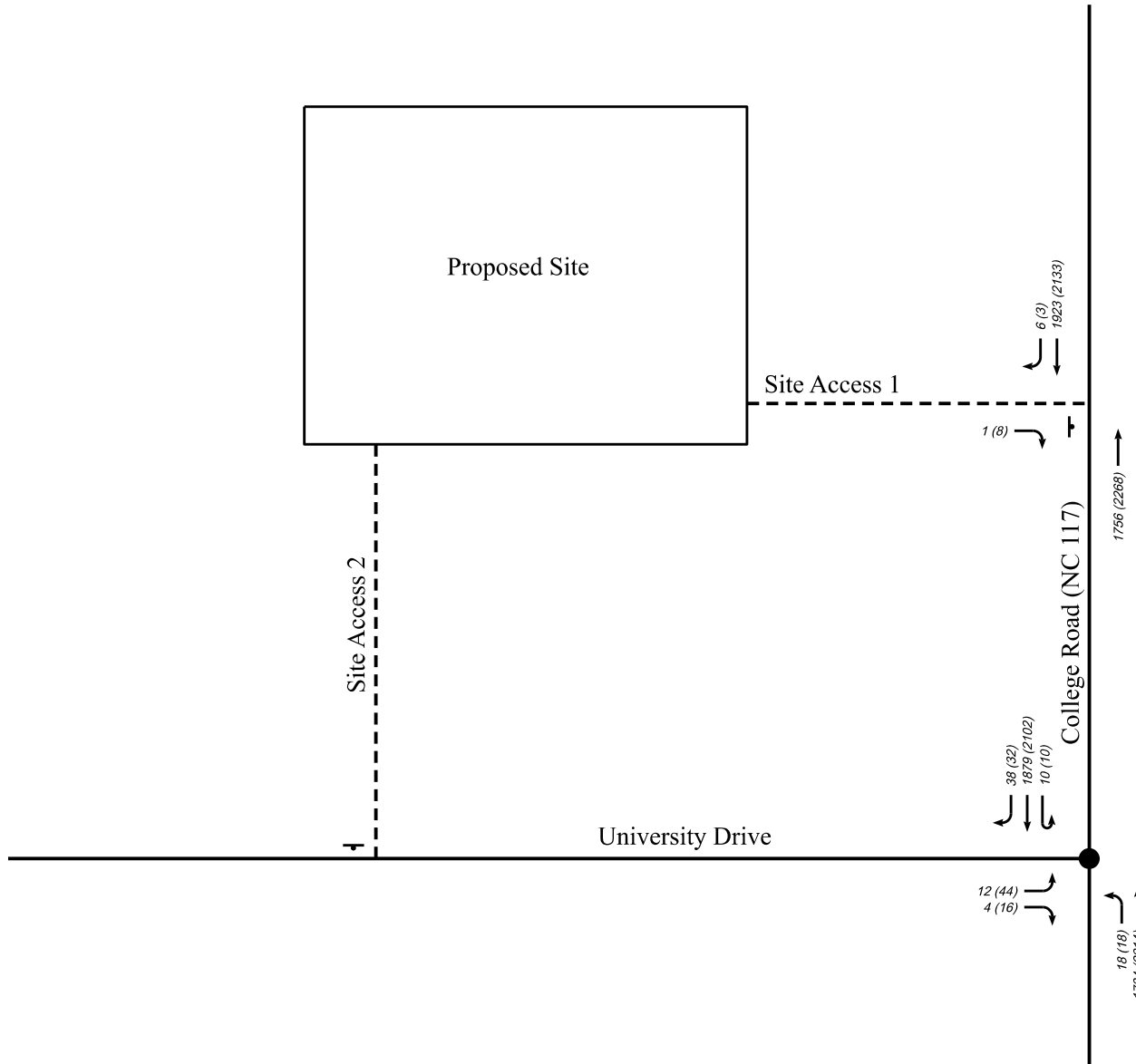
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FIGURE 3

EXISTING LANE CONFIGURATION



KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE
WEEKDAY AM (PM) PEAK HOUR



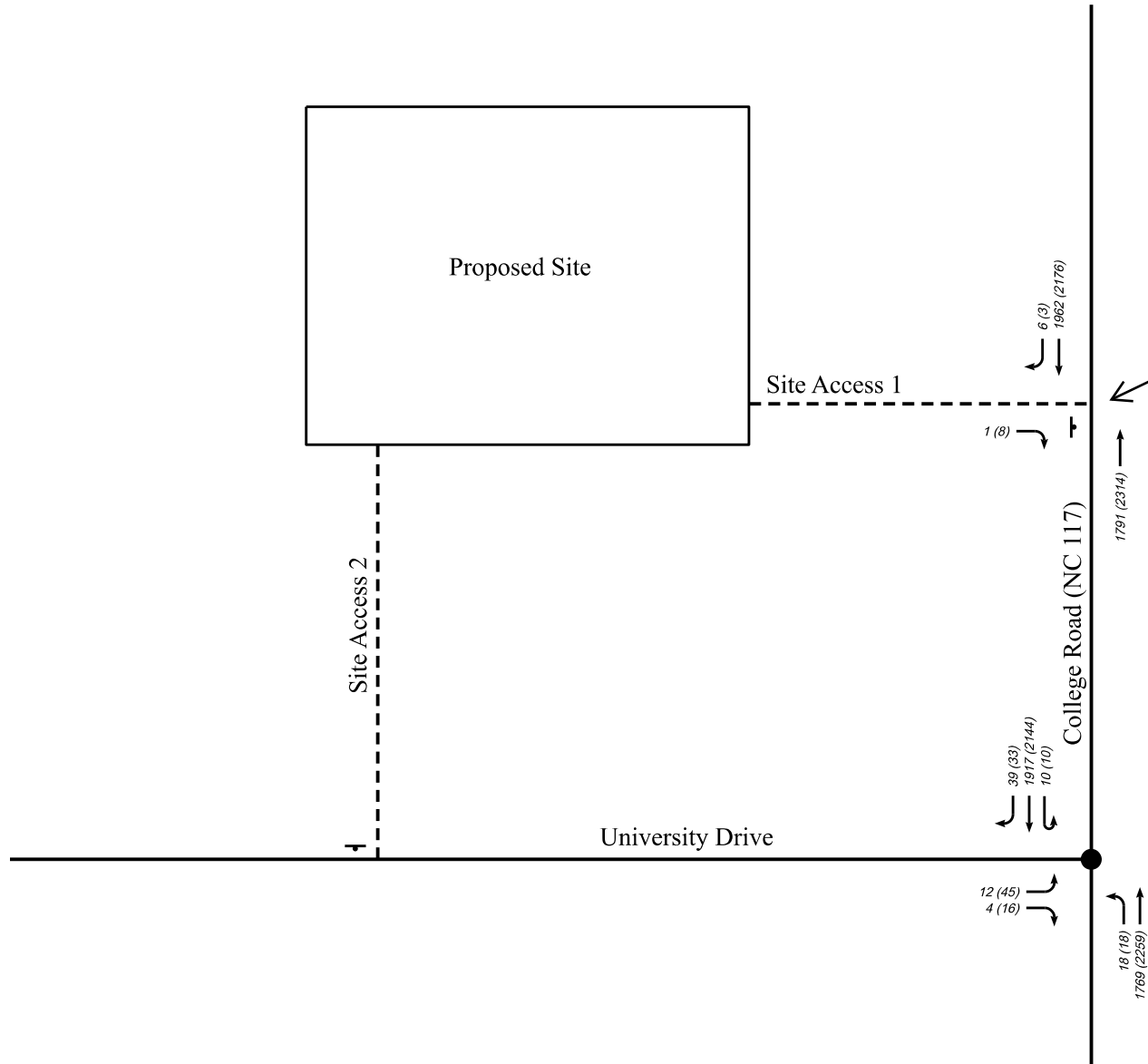
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


FIGURE 4

**2024 EXISTING
VEHICULAR TRAFFIC VOLUMES**



Note: Existing site volumes combined from two existing accesses

KEY:

-  STOP CONTROLLED
 -  SIGNALIZED INTERSECTION
 -  PROPOSED DRIVEWAY
- SCHEMATIC DRAWING: NOT TO SCALE**
WEEKDAY AM (PM) PEAK HOUR

Note: Volumes less than 4 vehicles per movement have been adjusted to a value of 4 in the Synchro files



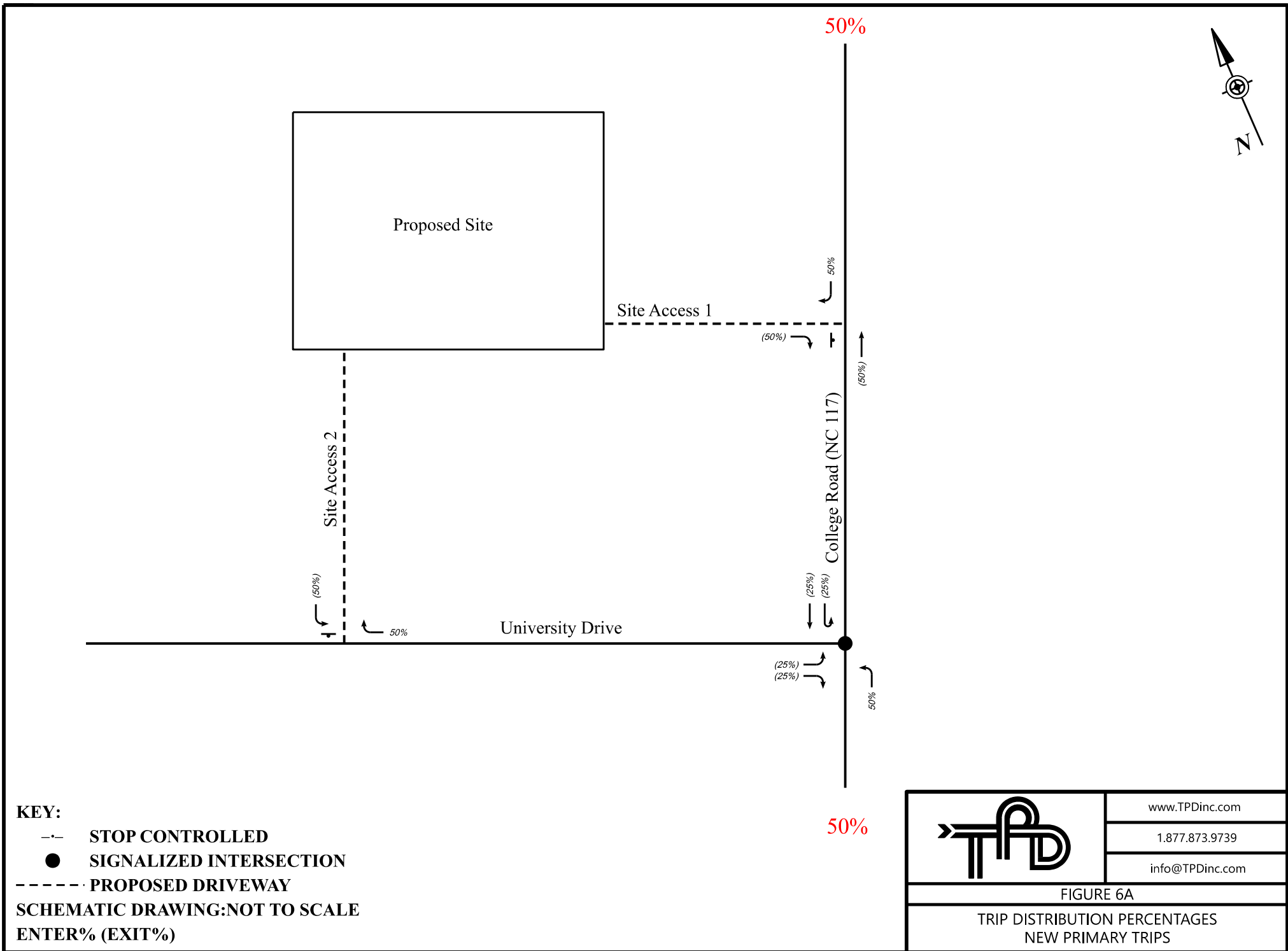
www.TPDinc.com


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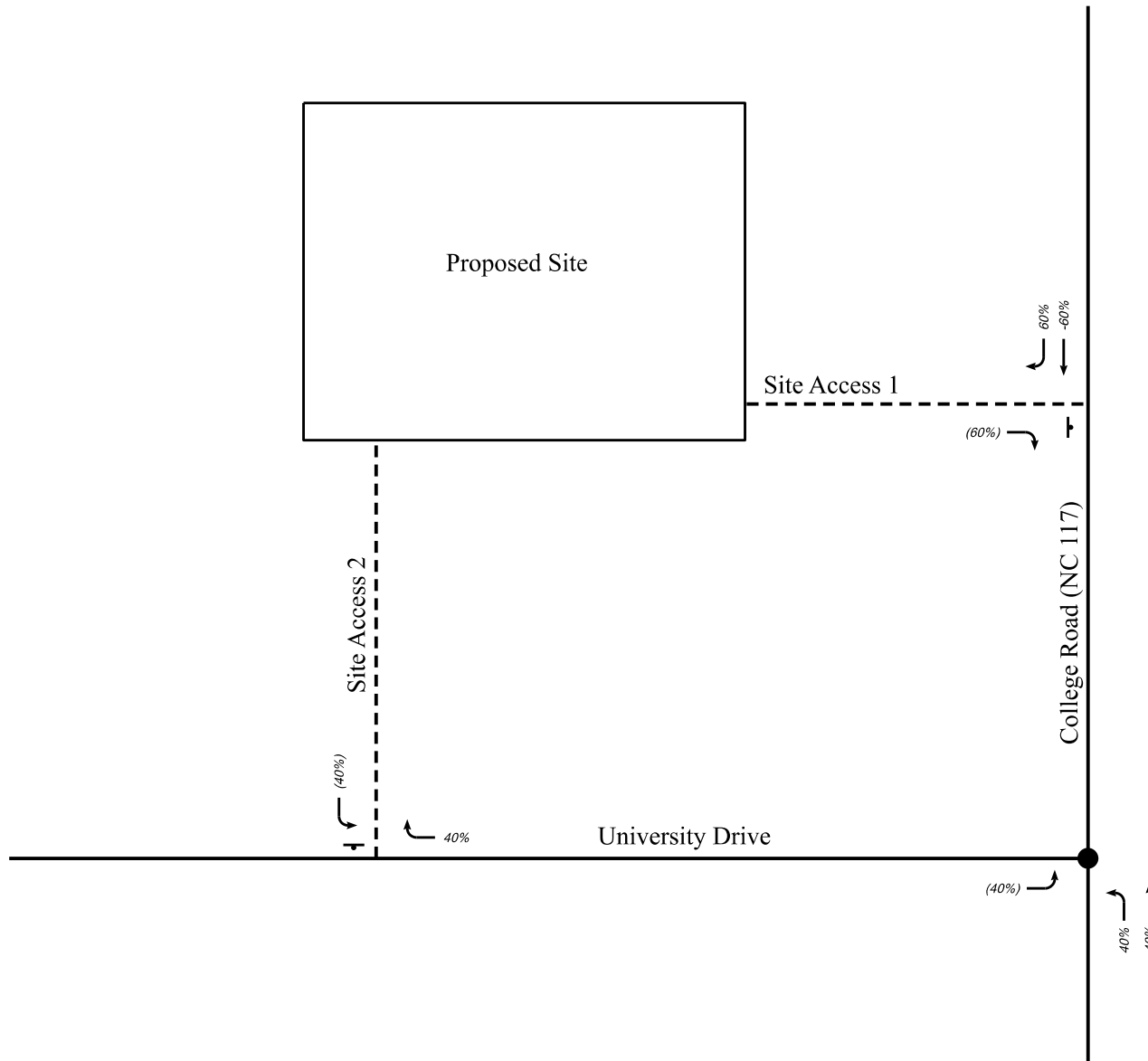
info@TPDinc.com

FIGURE 5

**2026 NO-BUILD
VEHICULAR TRAFFIC VOLUMES**



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	info@TPDinc.com
FIGURE 6A	
TRIP DISTRIBUTION PERCENTAGES NEW PRIMARY TRIPS	



KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE

ENTER% (EXIT%)



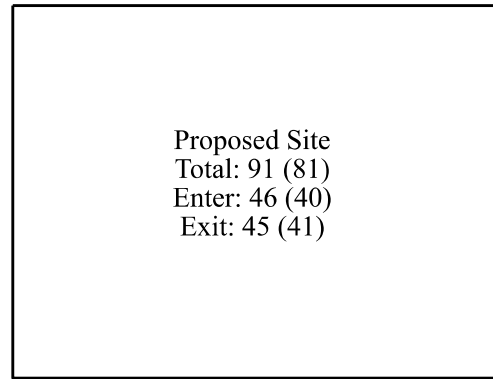
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info@TPDinc.com

FIGURE 6B

**TRIP DISTRIBUTION PERCENTAGES
PASS-BY TRIPS**



Site Access 1

Site Access 2

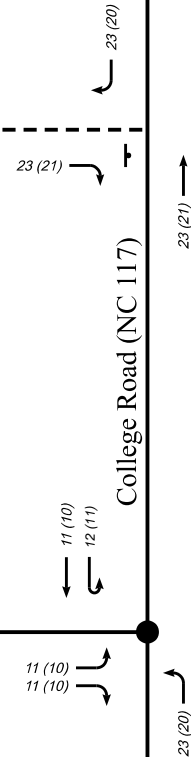
College Road (NC 117)

University Drive

KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE
WEEKDAY AM (PM) PEAK HOUR



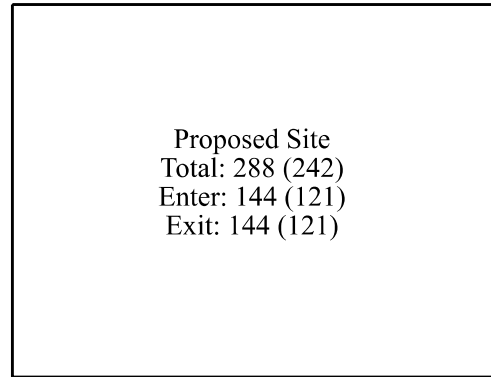
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FIGURE 7A

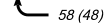
TRIP DISTRIBUTION
NEW PRIMARY TRIPS



Site Access 1

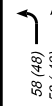
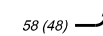


Site Access 2



University Drive

College Road (NC 117)



KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE
WEEKDAY AM (PM) PEAK HOUR



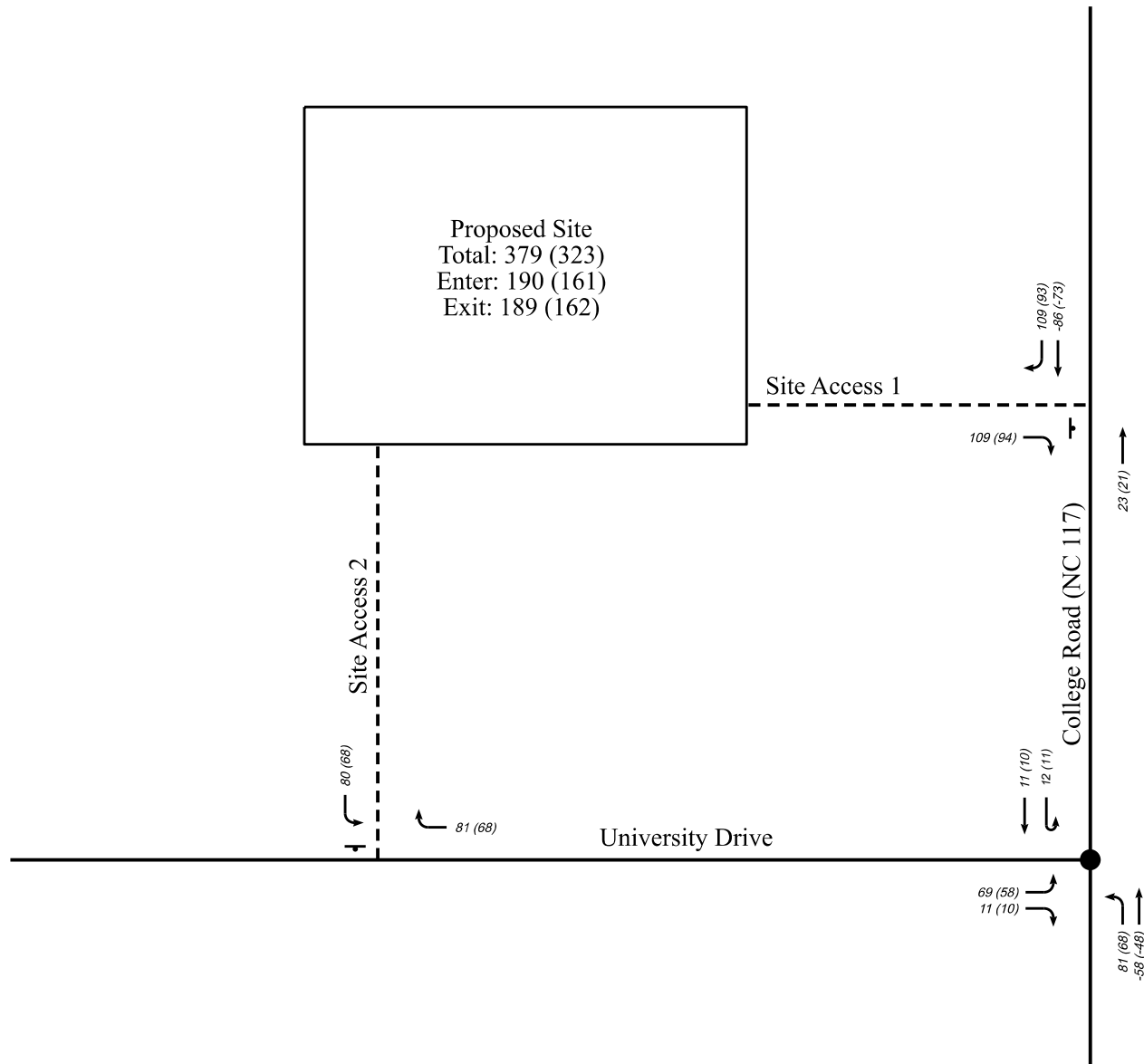
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FIGURE 7B

TRIP DISTRIBUTION
PASS-BY TRIPS



KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION
- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE
WEEKDAY AM (PM) PEAK HOUR



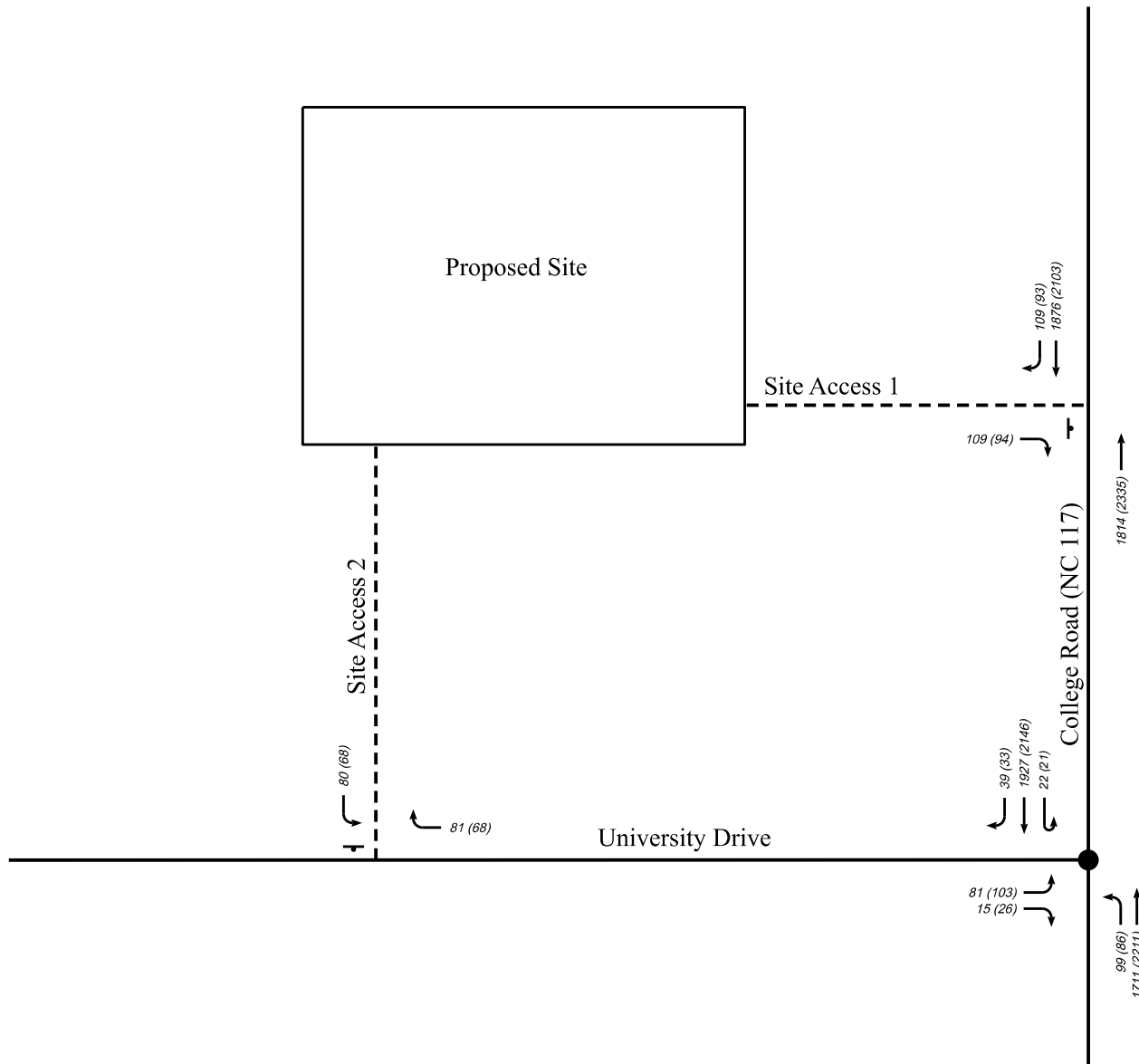
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FIGURE 8

TOTAL SITE TRIPS



KEY:

- STOP CONTROLLED
- SIGNALIZED INTERSECTION

----- PROPOSED DRIVEWAY

SCHEMATIC DRAWING: NOT TO SCALE

WEEKDAY AM (PM) PEAK HOUR



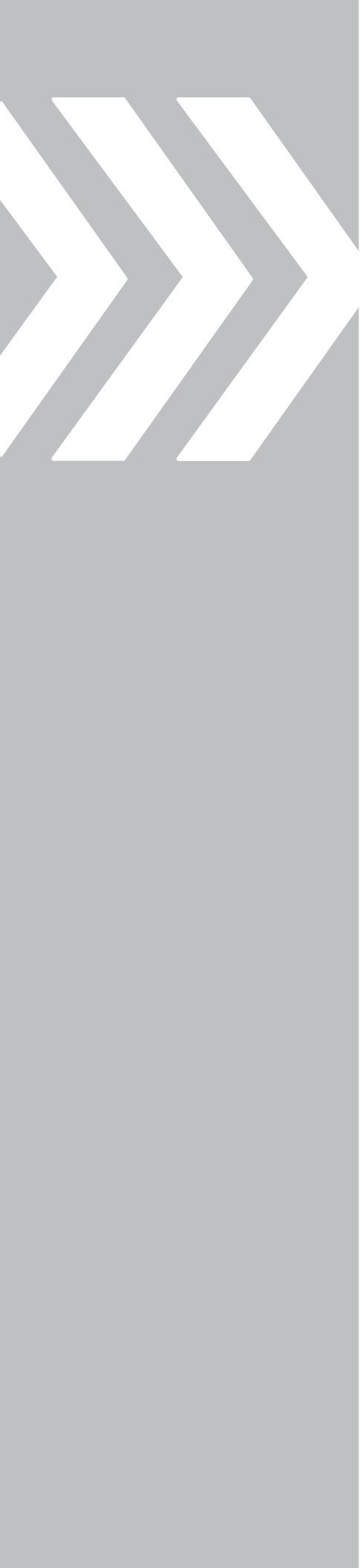
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1.877.873.9739

info@TPDinc.com

FIGURE 9

**2026 BUILD
VEHICULAR TRAFFIC VOLUMES**



Project Correspondence



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

October 30, 2024

Mr. Colin Kinton, PE
TPD, Inc.
80 Charlotte St., Suite 40
Asheville, NC 28801

RE: Approved scope of study for the Traffic Impact Analysis (TIA) associated with the proposed
College Road Convenience Store commercial development in Wilmington, NC

Dear Mr. Kinton,

Based on the information provided, it is our understanding that the proposed development will be built in 2026 and consist of:

Build Year 2026:

- ITE Land Use Code 945 Convenience Store/Gas Station (GFA 5.5-10k) – 6,372 SF with 12 VFP

Below please find the scope to be used for the Traffic Impact Analysis:

1. **Data Collection - Analysis Parameters:**

a) Study Intersections

- i. US 117/NC 132 (College Road) and Site Access 1 (proposed right-in/right-out)
- ii. US 117/NC 132 (College Road) and University Drive
- iii. University Drive and Site Access 2 (proposed full movement)

b) Traffic Counts

- i. For existing intersections, provide turning movement counts for weekday (T,W,TH) AM (7:00am-9:00am) and PM (4:00pm-6:00pm) peak periods, including pedestrians, signal timing (if applicable), and lane geometry.

c) Site Trip Generation, Site Trip Distribution and Background Traffic Assumptions

- i. Site Trip Generation Estimate
 - Use ITE Trip Generation 11th edition

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

College Road Convenience Store development TIA scope of study

ii. Site Trip Distribution

- To be submitted and approved prior to using in TIA

iii. Adjacent Development (approved but not yet built):

- N/A

iv. Planned Roadway Improvements

- SS-6003B - Safety improvements to US 117/NC 132 (College Road) and University Drive signal to be constructed prior to 2026.

v. Background Traffic Assumptions

- Build Year: 2026
- Growth rate – 1%

2. **Capacity Analysis: Weekday AM & PM Peak Hour**

a) Technical Analysis

i. 2024 Existing Conditions

ii. 2026 Future No-Build

[Existing + 1% background growth + approved development trips]

iii. 2026 Future Build Conditions

[Existing + 1% growth + planned improvements + site trips]

iv. 2026 Future Build Conditions + Improvements

[Existing + 1% growth + planned improvements + site trips + improvements]

3. **Final Report Submittal:**

- i. Completed TIA Application
- ii. Signed and sealed by a Professional Engineer
- iii. Electronic transmittal of TIA and Synchro output files and Synchro analysis files (actual, not PDF)
- iv. \$250 TIA review fee

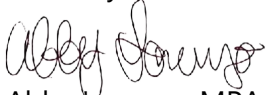
College Road Convenience Store development TIA scope of study

4. Notes:

- i. This scope shall remain valid for three months from the date of this letter.
- ii. Please note that if any changes occur (including but not limited to; land use, intensity, phasing, and/or site access) additional analysis may be required.

Please contact me at (910) 341-7890 with any questions regarding this scope.

Sincerely,



Abby Lorenzo, MPA

Deputy Director

Wilmington Metropolitan Planning Organization

Attachments: Scoping Checklist (provided by TPD, INC 10/01/24 with review comments)
Division 3 Traffic Impact Analysis Supplemental Guidelines – dated September 28, 2022

ec:

Ben Hughes, PE, District Engineer, NCDOT
Jon Roan, Deputy District Engineer, NCDOT
Frank Mike, Assistant District Engineer, NCDOT
Michael Bass, Assistant District Engineer, NCDOT
Stonewall Mathis, PE, Division Traffic Engineer, NCDOT
Madi Lee, PE, Development Review Engineer, NCDOT
Bryce Cox, Assistant Traffic Engineer, NCDOT
Denys Vielkanowitz, PE, City Traffic Engineer, City of Wilmington
Krupa Koilada, ITS Signals Engineer, City of Wilmington
Pat O'Mahony, Senior Planner, City of Wilmington
Bill McDow, Transportation Planner, WMPO



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

P.O. Box 1810
Wilmington, North Carolina 28402
910 341 3258 910 341 7801 FAX

Traffic Impact Analysis (TIA): Procedures and Scoping Checklist

Date Submitted: 10/1/2024

(To be filled out by applicant)

Date Received by WMPO or NCDOT: WMPO Received 10/01/24

(To be filled out by the Department)

Reviewed 10/09/24

The purpose of this checklist is to outline and streamline the Traffic Impact Analysis (TIA) scoping process and provide scoping information for WMPO to review and comment prior to developing a TIA.

The review procedures are as follows:

- 1** Contact the Wilmington Metropolitan Planning Organization (WMPO) to determine if a TIA will be required for the development you are proposing within the WMPO Planning Area Boundary. If a TIA is required, the WMPO will coordinate scoping with the Applicant, NCDOT and the governing planning department.
- 2** Also, if a TIA is required, the Applicants Traffic Engineer shall fill out the checklist below in its entirety in as much detail as possible, include all exhibits and documentation as noted in the checklist and provide it to the WMPO representative no later than 7 business days prior to the date of the next scoping meeting. Scoping meetings occur each Wednesday.
- 3** The Applicant's Traffic Engineer (and other interested representatives from the Applicants Design Team) may attend the scoping meeting as deemed necessary and by WMPO request only.
- 4** Once the scope has been established and submitted, the WMPO will coordinate with NCDOT and the governing Planning department to finalize and submit a formal **Scoping Letter** to the Transportation Engineer (applicant). If the checklist is deemed complete and in sufficient detail, the scoping letter will be issued within 10 business days of the date of the official receipt date.
- 5** TIA Submittal: The Applicant shall submit 4 hardcopies and Digital Copy of the TIA and associated models and files to the WMPO for distribution to NCDOT and governing planning agency for review. The TIA preliminary review comments will be sent within 20 business days of TIA submittal. The 20-day review clock is re-set with each set of comments to the Applicant. The TIA is not considered as final and approved until the **TIA Approval Letter** is submitted by the WMPO.



TIA Scoping Checklist:

1. Engineering Firm of Record: TPD, Inc.
2. Contact information:
 - a. Applicant Name: Colin Kinton, P.E.
 - b. Email: ckinton@tpdinc.com
 - c. Address: 80 Charlotte St, Suite 40
 - d. Phone Number: (828) 417-3551
3. Development Name: College Road Convenience Store
4. Tax Parcel ID #: R05511-002-034-000
5. Site Address(s):
524 College Road Wilmington, NC 28403
6. Type of Development: List Land Use(s)/Intensity and ITE codes:

ITE Code: 945 – Convenience Store

Proposed 6,372 sqft. Convenience store with 12 vehicle fueling positions.
7. Development Concept:
 - a. Provide a site plan or conceptual plan (include road circulation pattern and development access points to public rights of way).
 - i. Provided in Attachment
 - b. Add scaled site plan on Arial imagery which includes adjacent properties and access points
 - i. Provided in Attachment
8. If this development is intended to be built in multiple phases the TIA is required to accurately reflect the phasing. If the phasing is not included within the TIA, a revision and/or interim TIA's will be required.
 - a. What is the proposed build out year?
 - i. 2026
 - b. If the project is phased, specify the build out year for each phase.
 - i. N/A



9. Site Trip Generation:

- a. Provide a trip generation estimate using the ITE Trip Generation Manual (latest) by phase, if applicable.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
945	Convenience Store	12	VFP	4149	Adj. Street	190	189	379	161	162	323	ITE Rate

- b. Provide pass-by and internal capture reduction calculations, if applicable.

Internal Capture Trips (Attach Calculation Sheets)									Please Select	
Internal Capture % of Unadjusted Site Trips			%	%			%			
LUC	Proposed Land Use	Any Internal Trips?	Pass-By % of External Trips							
945	Convenience Store	Not Applicable	%	76 %			75 %			ITE Rate
			%	%			%			
			%	%			%			
			%	%			%			
			%	%			%			
Pass-By Trips (Attach Calculation Sheets)			5000	144	144	288	121	121	242	
Adjacent Street Volumes			50000	3705			4703			Local Data**
Non-Pass-By Primary Trips				46	45	91	40	41	81	
Diverted Trips, if Applicable and Justifiable										Please Select

- c. Provide a trip generation on AM / PM and Saturday peak hour.

10. Check to see if any of the following apply:

- a. Proposed TIA is within the area of a known Transportation Improvement Project (TIP)

i. ~~I-5702A~~

- b. [NCDOT STIP Map](#)

(<http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=cb02f4f828974670ad01bb83be91b18c>)

i. ~~U-5702A: Access management and travel time improvements. (Complete: 2031)~~

ii. HS-2003AD: Upgrade traffic signal (Complete: 2024)

- c. Proposed TIA is within a surrounding municipality that has a planned or active transportation projects

i. N/A

Safety project at College and University, waiting on revised signal plans. Stony will provide list of requested improvements and expected to be in place before 2026.

11. Approved Adjacent Developments can be found at the following link:

- a. List all approved adjacent developments within the TIA study area:

[WMPO TIA WebApp](#)

(<http://wilmingtonnc.maps.arcgis.com/apps/webappviewer/index.html?id=d3af4a0e091941d8886344c4d1c609d5>)

- i. Mixed-use development at 821 S. College Road

- b. Additional developments may be added to the approved scope once reviewed.
12. Roadway and/or Intersection improvements (planned and funded or required by others based on an approved TIA) within the general study area. List the proposed Intersections to be studied. Attached a map with a list that includes streets and intersections labeled as described below.
- College Road (US 117) & University Drive
 - ~~College Road (US 117) & Crews Drive~~
13. Streets and intersections should include State Road Designation (US or State Road Number US/SR #, followed by the local road name in parenthesis. E.g.:

State Road designations can be found via the following link: [NCDOT State Maintained Network Map](http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=5d3ad78971714a30be7ff97fd580e4d5)
(<http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=5d3ad78971714a30be7ff97fd580e4d5>)

- College Road (US 117)
14. Growth Factor: 1% (provide supporting methodology/reasoning)
- Calculated growth factor is -0.1% from 2003 – 2021; 1% growth recommended
15. Hours of Study and Data Collection to be determined once the scoping documents is reviewed.

☒ **Analysis Peak Periods:**

Include pedestrian counts

- | | |
|---|-----------------------|
| <input checked="" type="checkbox"/> Weekday AM Peak | <u>7:00 - 9:00 AM</u> |
| <input checked="" type="checkbox"/> Weekday PM Peak | <u>4:00 - 6:00 PM</u> |

16. Methods of Study as outlined in the [NCDOT Congestion Management Capacity Analysis Guidelines](https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx). (<https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx>)
- Intersections of study:

- College Road (US 117) & University Drive – Signalized
- ~~College Road (US 117) & Crews Drive – Signalized~~
- College Road (US 117) & Site Access 1
- University Drive & Site Access 2

17. Include Traffic Signal Warrant Analysis for locations with proposed signals. (13 hours counts must be provided.)
- N/A

18. Note:

- The TIA report shall be prepared following NCDOT Congestion Management guidelines and signed and sealed by a Professional Engineer. Any deviations must be approved prior to submitting the TIA. Failure to do so will result in an invalid submittal.

[NCDOT Congestion Management Capacity Analysis Guidelines.](https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx)

(<https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx>)

- b. Any improvements shown as needed for the background no-build condition SHALL reflect programmed and funded State/Municipal projects or those required as mitigation for surrounding approved developments. Should improvements outside those listed above be included, the TIA is considered INVALID and will not be returned for resubmission.
- c. If any changes occur (including but not limited to; land use, intensity and/or site access/configuration) additional scoping and analysis may be required.
- d. Data collected or analysis performed prior to an official scoping letter is issued may be considered invalid.
- e. TIA approved scoping letter remain valid for three months from the date of issuance.

Traffic Impact Analysis Supplemental Guidelines

The ***NCDOT Congestion Management Section's Capacity Analysis Guidelines Standards & Best Practices*** shall be the basis for the development of all TIA reports. This Supplement provides a submittal framework for TIAs, as well as direction on certain items within the *Standards & Best Practices*. Any deviations from the any of these documents must be approved prior to preparation of the TIA.

Submittal Framework for TIAs (3 Step process)

Step 1: Scoping Document – A scope approval will be provided no later than 10 business days from receipt of the complete scoping document. Incomplete scoping documents will not be accepted for review and approval. The documents to include for review and approval are:

1. Site Plan/Vicinity Map and a plan overlay on an aerial map
2. Proposed Land Uses and Trip Generation, including Pass-by and Internal Capture
3. Proposed Study Intersections and Types of Accesses
4. Proposed Annual Growth Rate with justification
5. Proposed Build Out Year(s)
6. Study Method for Capacity Analysis – peak periods and conditions
7. Approved Adjacent Developments
8. Committed Improvements

****IMPORTANT****

If the proposed development is phased, then land uses, trip generation estimates, build out years, roadway improvements and analysis must reflect the proposed phasing. The phase schedule must be submitted for approval prior to use in the TIA.

Step 1.A: Pre-Completeness Check – Documents for Input Verification prior to full TIA submittal – This step is **recommended**, as these will be the first items checked at Step 2. If the applicant chooses to submit for input verification, then comments or approval will be provided no later than 20 business days from receipt of the documents. This step will result in the reduced likelihood of issues discovered in the Completeness Review and Final Review.

All or any portion of these items can be submitted for review/approval:

1. Trip Distribution – Traffic counts must be performed prior to submittal of proposed distributions.
2. Proposed Volume Balancing
3. All diagrams – Existing Traffic Volumes, Future No Build Volumes, and Future Build Volumes
4. Synchro / Sidra Network Model Framework – Submit the framework for the Future No Build analysis. This Synchro / Sidra model can be modified for Existing analysis.

Step 2: Completeness Review – TIA Report – A digital submittal of the completed document is to be submitted for Preliminary Review. This review will be conducted to determine the completeness of the TIA report, and comments or approval will be provided no later than 20 business days from receipt of the TIA.

Step 3: Final Sealed TIA Report - After preliminary approval has been provided, a digital and/or hard copy (as requested) of the sealed TIA report is to be submitted. Final review comments or approval will be provided no later than 20 business days from receipt of the TIA.

Supplemental Direction for the Capacity Analysis *Standards & Best Practices*

Background Traffic Assumptions, Site Trip Generation, and Site Trip Distribution

1. Peak Hour Determination – In order to establish an accurate peak hour for analysis, the controlling study intersection shall be determined. Once determined, the controlling intersection’s peak hour timeframe shall be used for all other study intersections:
 - a) Analyze all study intersection volumes and determine the controlling intersection (intersection with highest total volume).
 - b) Identify the relevant peak hours for the controlling intersection (e.g. 7:45-8:45 AM; 4:45-5:45 PM).
 - c) Use the volumes from the same peak hour at all other intersections in the study.
 - d) Do not use volume balancing without prior approval. Use of the same time period at all intersections will typically reduce the need to perform volume balancing.
2. Site Trip Generation:
 - a) Unadjusted Trips – Use the appropriate Land Use Code in the *ITE Trip Generation Manual* (currently the 11th Edition). The *NCDOT Congestion Management Rate vs Equation Spreadsheet* recommends the variable, peak hour type, and type of trip calculation method to use for specific land uses.
 - b) Internal Capture - The *Standards* state to limit reductions for internal capture to the “land use categories and time periods in the current *HANDBOOK*.” The current *ITE Trip Generation Handbook* is the 3rd Edition. The *Standards* also state to estimate internal capture rates “using the *NCHRP 684 spreadsheet* referenced in the current *HANDBOOK*.” The *Standards* give guidance on using the spreadsheet:

“Do not use transit or non-motorized splits in spreadsheet.
Vehicle occupancy “1.1” (NC averages).
Use Walking Distance between land uses of 4000’ or the calculated maximum distance between a given pair of land use categories in the proposed site.”

To determine the internal capture entering and exiting per Land Use, use the percentages in *Table 6-P: Internal Capture Percentages by Land Use* with the “Estimated Vehicle-Trips” in *Table 1-P: Base Vehicle-Trip Generation Estimates* (Tables found in the *NCHRP 684 Internal Trip Capture Estimation Tool*).
 - c) Pass-by – The *Standards* state “to limit pass-by percentages to retail land uses in [the] *HANDBOOK*.” The current *ITE Trip Generation Handbook* is the 3rd Edition. The calculation of the trips should be based on the total peak hour trips with a 50/50 entering/exiting split; they are pass-by trips which means they enter and exit along the same path, in the same direction, within the same hour. The pass-by will be capped at 10% of the adjacent street traffic.
3. Site Trip Distribution –

Determined based on collected traffic count data. Both site trip distribution and pass-by trip distribution should be submitted for approval prior to use in the TIA.

Synchro Signalized Intersection Setup

1. For existing signals, the size and position of the detector loops and the timing chart settings must match the existing signal plans, with exception of:
 - a) Yellow Time = 5 sec
 - b) Red Time = 2 sec
 - c) Specific timing settings provided by the signal timing agency
2. For proposed signals, size and place the detector loops according to Part 1, Section 4 of the *NCDOT Signal Design Manual*.
3. Contact signal timing agency for existing peak hour timings and other operational mode information. Request specific analysis periods to ensure proper information is provided.
4. Existing signal timings shall be “locked” for all scenarios unless signal phasing changes are necessary in the “Future Build with Improvements” scenario.
5. Recall Mode:
 - a) If simulating ‘free run’ operation (Actuated-Uncoordinated), use Min Recall on main street phases.
 - b) If simulating ‘Coordinated Mode’ (Actuated-Coordinate), use C-Max on the coordinated phases.
6. Right-Turn-On-Red (RTOR) shall not be used in existing or future conditions without prior approval. In some circumstances, RTOR may be necessary to minimize Synchro conflict errors.
7. All signalized left turns with a dedicated signal phase will be protected-only movements in all future conditions. Protected-only left turn phasing in future conditions will identify required vehicle storage needs in the event that protected-only phasing is necessary in the future.
8. Permissive-only left-turn phasing should remain permissive in future conditions, except where protected-only phasing is being analyzed as an improvement to the intersection in the Future Build with Improvement condition.

Synchro Analysis and Data Reports

1. Any “Field Condition” analysis that the engineer wishes to include can be provided in a separate supplemental analysis file.
2. The “Future No-Build” and “Future Build” analysis conditions should only include improvements that are a requirement of approved developments or a State/Municipal project to be constructed in the build year for the proposed development. Any other capacity gained from lane improvements shown in the analysis is assumed to be proposed by the developer and should only be included in the “Future Build + Improvements” analysis condition.
3. The TIA shall include a chart that shows the “Level of Service” and “Delay” for each movement, approach, and overall intersection, for every access alternative and build scenario.
4. A SimTraffic “Queuing and Blocking Report” for the network shall be included.
5. A comparison chart listing the Synchro 95th Percentile Queues and the SimTraffic Maximum Queues shall be provided for all exclusive turn lanes. This chart shall include the existing turn lane length for comparison to the reported Queue lengths. A sample chart is included on the last page.

Recommendations of the TIA Report

1. The *NCDOT Policy On Street And Driveway Access to North Carolina Highways* (p. 21-22) states, “The applicant shall be required to identify mitigation improvements to the roadway network if at least one of the following conditions exists when comparing base network conditions to project conditions:
 - a) The total average delay at an intersection or individual approach increases by 25% or greater, while maintaining the same Level of Service,
 - b) The Level of Service degrades by at least one level, or
 - c) Level of Service is “F.”
2. In the event that approved developments do not move forward, a revised scenario reflecting the future conditions will be required as directed by the reviewing agencies to reflect the changes in the underlying assumptions of the analysis.
3. The *Best Practices* state, “When performing analyses, providing an adequate overall intersection LOS alone is not sufficient. Items such as queuing, individual movement level of service, and volume-to-capacity ratio should be evaluated and addressed.” The information in the charts listed under “Synchro Analysis and Data Reports” in the previous section, should be used when determining the improvements to address the impacts of site-generated traffic.
4. Recommended storage lane lengths shall be provided for all exclusive turn lanes and based on the Synchro 95th Percentile Queue or the SimTraffic Maximum Queue, whichever is larger.
5. If phase changes are recommended as an improvement, then a Synchro analysis for “Future Build + Improvements” shall be included in the TIA.
6. Signal timing adjustments and/or Signal Optimization in Synchro (i.e. “Optimize Splits”) shall not be used unless phase changes are recommended as an improvement. Signal timing adjustment and/or Signal Optimization as a sole “improvement” to mitigate the impacts of site-generated traffic will not be permitted.
7. Use the *Manual on Uniform Traffic Control Devices* for proposed full-movement signals to conduct signal warrant analysis based upon a 13-hour turning movement count.
8. Use the *Guidelines for Signalization of Intersections with Two or Three Approaches* (ITRE report dated December 31, 2017) where applicable, to determine possible signalization.



NCDOT TIA Scoping Checklist



REVISED

TIA Need
Screening



TIA
Scoping



TIA
Submittal

☒ Trip Generation

The TIA Consultant shall prepare trip generation estimates following the current [NCDOT Congestion Management Capacity Analysis Guidelines](#), and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
945	Convenience Store	12	VFP	4149	Adj. Street	190	189	379	161	162	323	ITE Rate
Unadjusted Site Trips				4149		190	189	379	161	162	323	
Internal Capture Trips (Attach Calculation Sheets)												Please Select
Internal Capture % of Unadjusted Site Trips				%		%			%			
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
945	Convenience Store	Not Applicable		%		76 %			75 %			ITE Rate
				%		%			%			
				%		%			%			
				%		%			%			
				%		%			%			
Pass-By Trips (Attach Calculation Sheets)				5000		144	144	288	121	121	242	
Adjacent Street Volumes				50000		3705			4703			Local Data**
Non-Pass-By Primary Trips						46	45	91	40	41	81	
Diverted Trips, if Applicable and Justifiable												Please Select

**Explain local or other data sources, if used:

50,000 AADT in 2021 on College Road (SR-117) Location ID: 06500001160

NCDOT Turning Movement Count on 3/29/2023 at College Rd and New Centre Dr approximately 0.6 miles north indicates 3,705 abd 4,703 vehicles on College Rd during the AM and PM peak periods, respectively.

☒ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

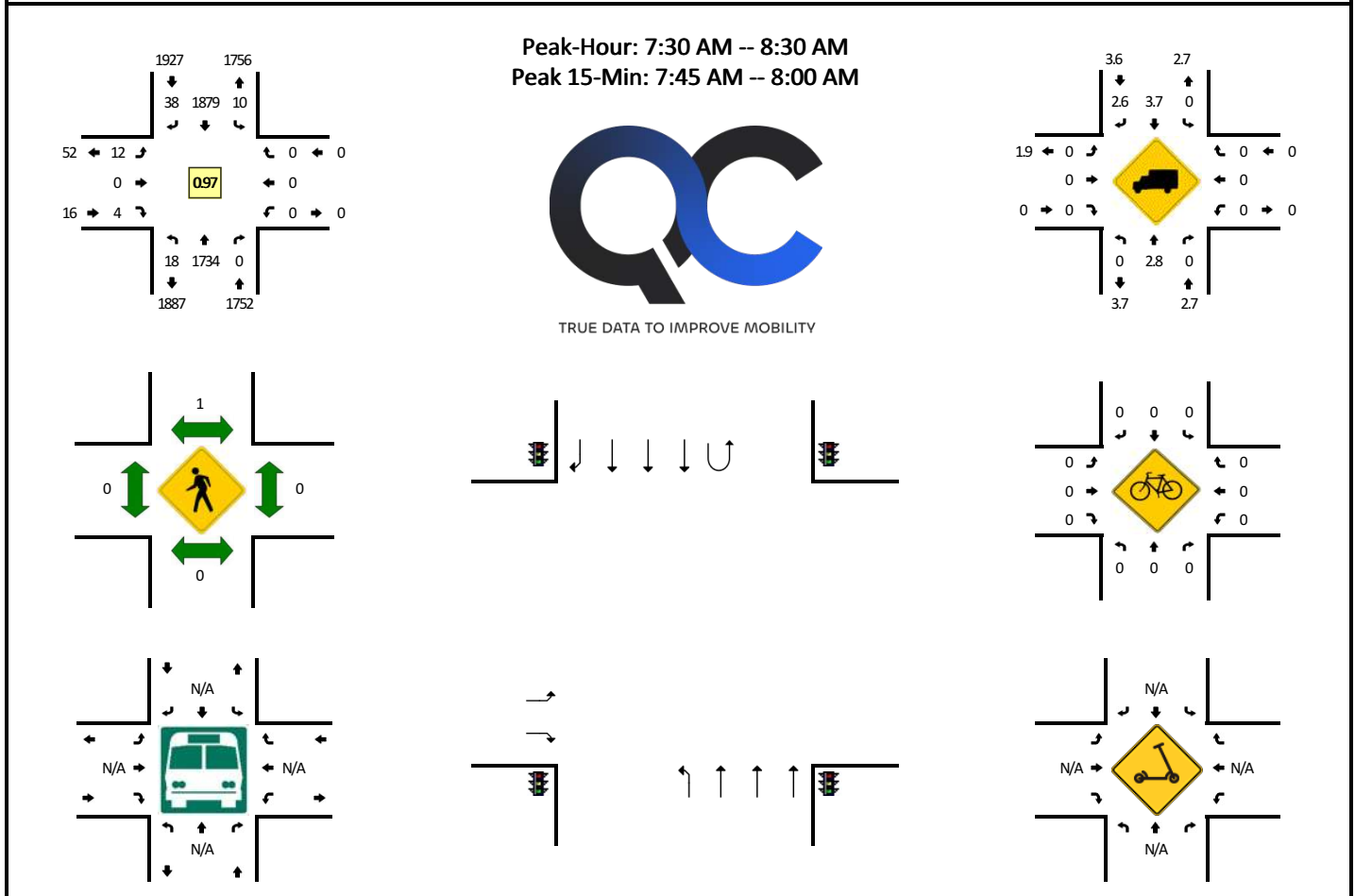
ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
890	Furniture Store	36	KSF	227	Adj. Street	6	1	7	3	8	11	Traffic Counts
Total Existing Site Trips				227		6	1	7	3	8	11	



Manual Traffic Count Printouts

LOCATION: College Rd -- University Dr
CITY/STATE: Wilmington, NC

QC JOB #: 16779301
DATE: Thu, Nov 7 2024



15-Min Count Period Beginning At	College Rd (Northbound)				College Rd (Southbound)				University Dr (Eastbound)				University Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	380	0	0	0	405	2	0	0	0	0	0	0	0	0	0	788	
7:15 AM	2	440	0	0	0	451	5	2	1	0	0	0	0	0	0	0	901	
7:30 AM	3	430	0	0	0	499	4	2	0	0	2	0	0	0	0	0	940	
7:45 AM	4	458	0	1	0	481	6	2	2	0	0	0	0	0	0	0	954	3583
8:00 AM	6	399	0	2	0	442	17	3	4	0	0	0	0	0	0	0	873	3668
8:15 AM	1	447	0	1	0	457	11	3	6	0	2	0	0	0	0	0	928	3695
8:30 AM	8	450	0	0	0	444	12	1	4	0	0	0	0	0	0	0	919	3674
8:45 AM	5	346	0	0	0	490	6	5	6	0	1	0	0	0	0	0	859	3579
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	1832	0	4	0	1924	24	8	8	0	0	0	0	0	0	0	3816	
Heavy Trucks	0	48	0		0	44	0		0	0	0	0	0	0	0	0	92	
Buses																		
Pedestrians		0				4				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

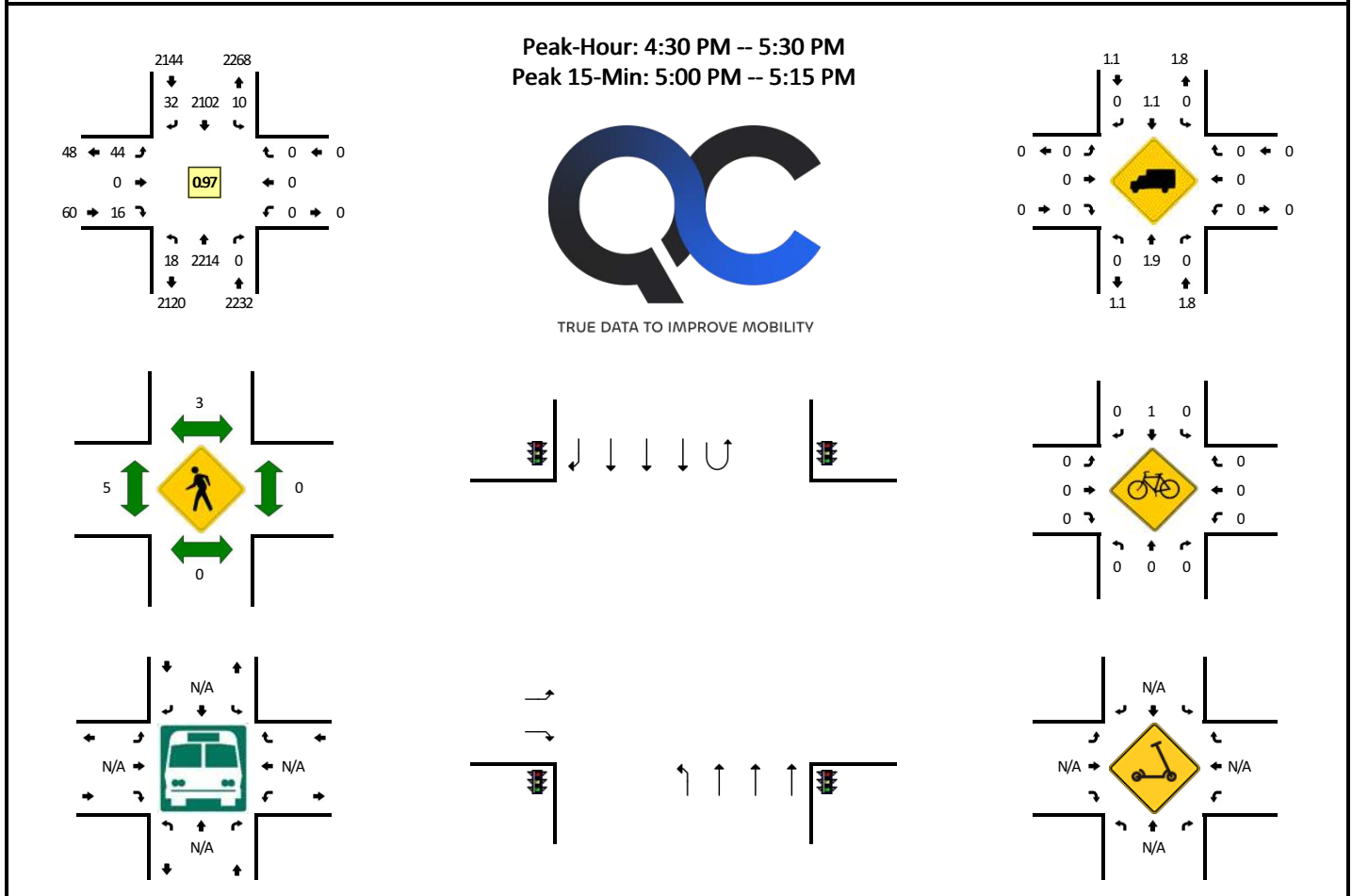
Comments:

Report generated on 11/13/2024 10:10 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: College Rd -- University Dr
CITY/STATE: Wilmington, NC

QC JOB #: 16779302
DATE: Thu, Nov 7 2024



15-Min Count Period Beginning At	College Rd (Northbound)				College Rd (Southbound)				University Dr (Eastbound)				University Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	544	0	1	0	516	7	4	14	0	3	0	0	0	0	0	1092	
4:15 PM	3	526	0	0	0	532	8	7	9	0	5	0	0	0	0	0	1090	
4:30 PM	10	492	0	0	0	509	6	4	12	0	5	0	0	0	0	0	1038	
4:45 PM	1	544	0	0	0	571	5	3	8	0	1	0	0	0	0	0	1133	4353
5:00 PM	1	618	0	2	0	499	11	3	9	0	3	0	0	0	0	0	1146	4407
5:15 PM	4	560	0	0	0	523	10	0	15	0	7	0	0	0	0	0	1119	4436
5:30 PM	5	443	0	2	0	548	2	7	12	0	3	0	0	0	0	0	1022	4420
5:45 PM	3	468	0	2	0	500	9	4	3	0	4	0	0	0	0	0	993	4280
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	2472	0	8	0	1996	44	12	36	0	12	0	0	0	0	0	4584	
Heavy Trucks	0	20	0		0	24	0		0	0	0		0	0	0		44	
Buses																		
Pedestrians		0				4				16				0			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

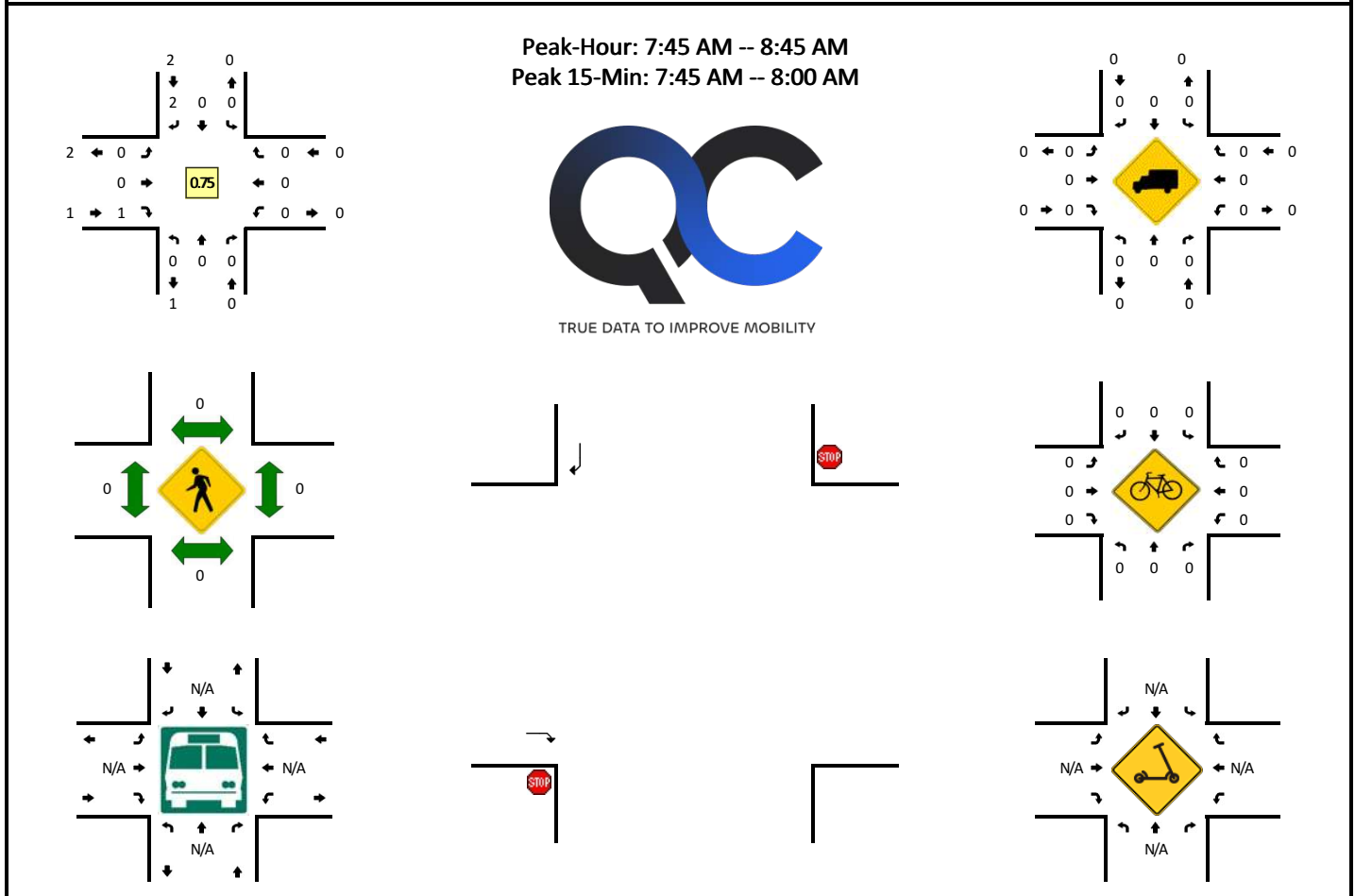
Comments:

Report generated on 11/13/2024 10:10 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: College Rd -- Furniture Fair Northern RIRO
CITY/STATE: Wilmington, NC

QC JOB #: 16779303
DATE: Thu, Nov 7 2024



15-Min Count Period Beginning At	College Rd (Northbound)				College Rd (Southbound)				Furniture Fair Northern RIRO (Eastbound)				Furniture Fair Northern RIRO (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

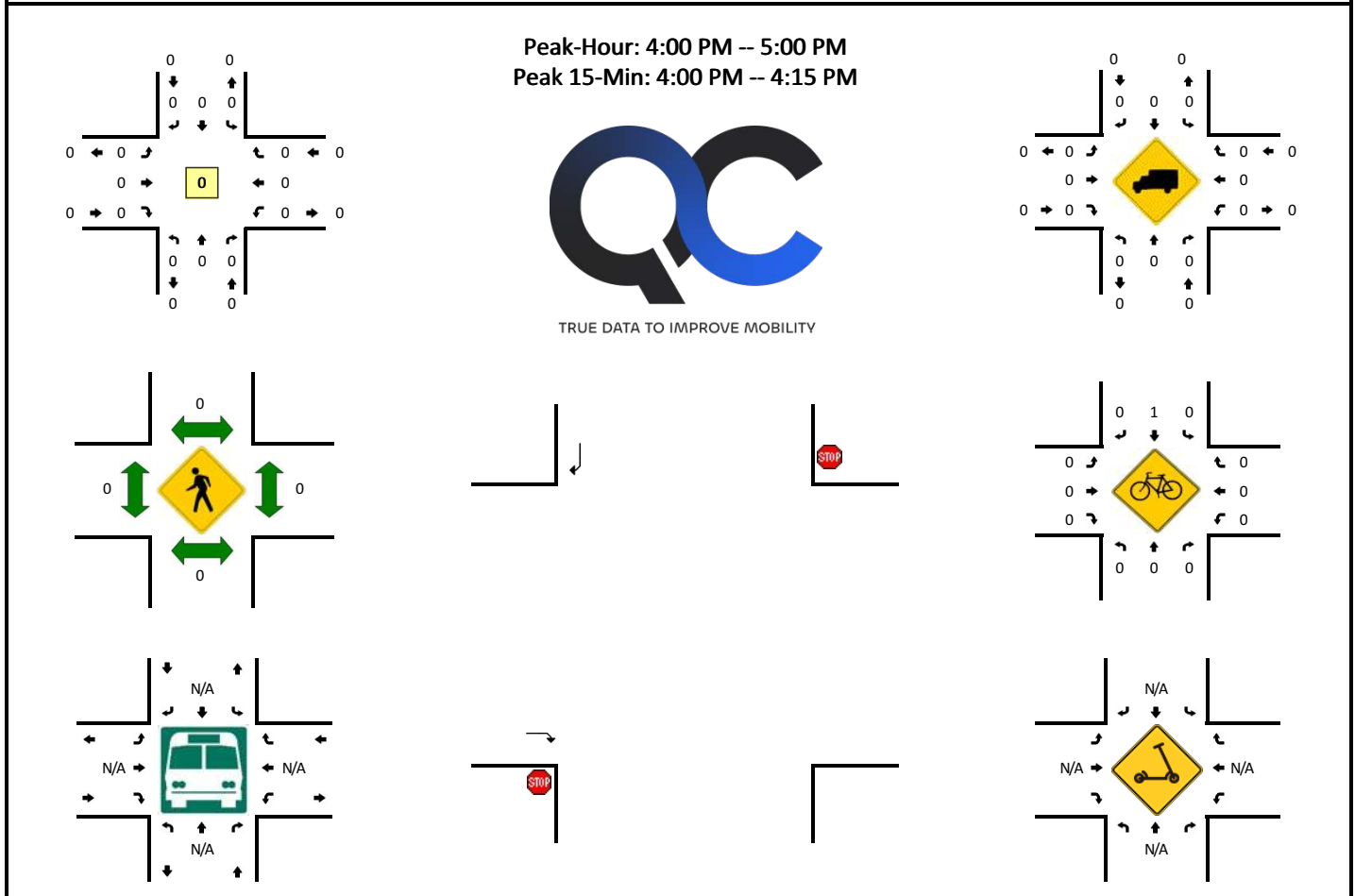
Comments:

Report generated on 11/13/2024 10:10 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: College Rd -- Furniture Fair Northern RIRO
CITY/STATE: Wilmington, NC

QC JOB #: 16779304
DATE: Thu, Nov 7 2024

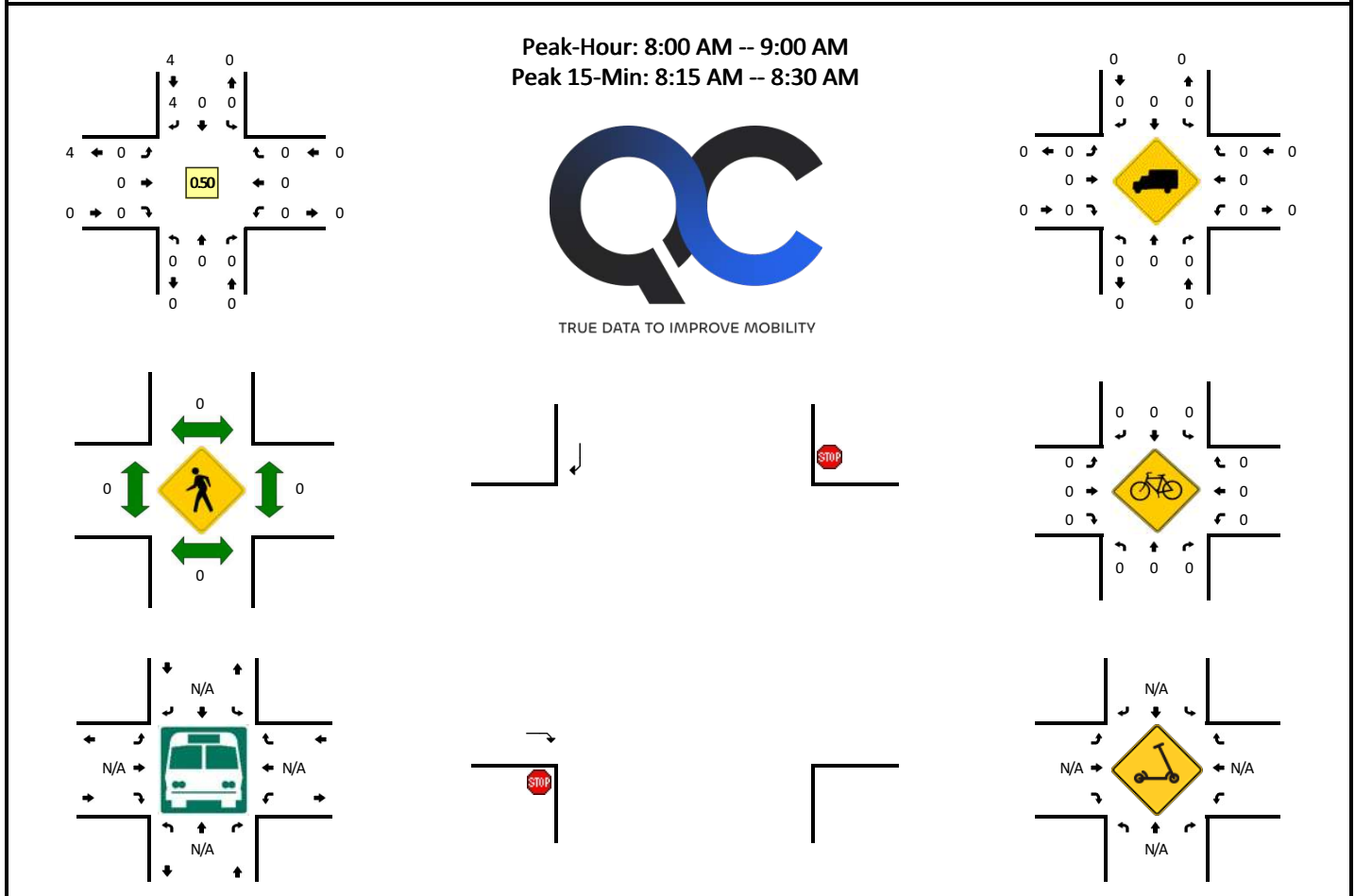


5-Min Count Period Beginning At	College Rd (Northbound)				College Rd (Southbound)				Furniture Fair Northern RIRO (Eastbound)				Furniture Fair Northern RIRO (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: College Rd -- Furniture Fair Southern RIRO
CITY/STATE: Wilmington, NC

QC JOB #: 16779305
DATE: Thu, Nov 7 2024



15-Min Count Period Beginning At	College Rd (Northbound)				College Rd (Southbound)				Furniture Fair Southern RIRO (Eastbound)				Furniture Fair Southern RIRO (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

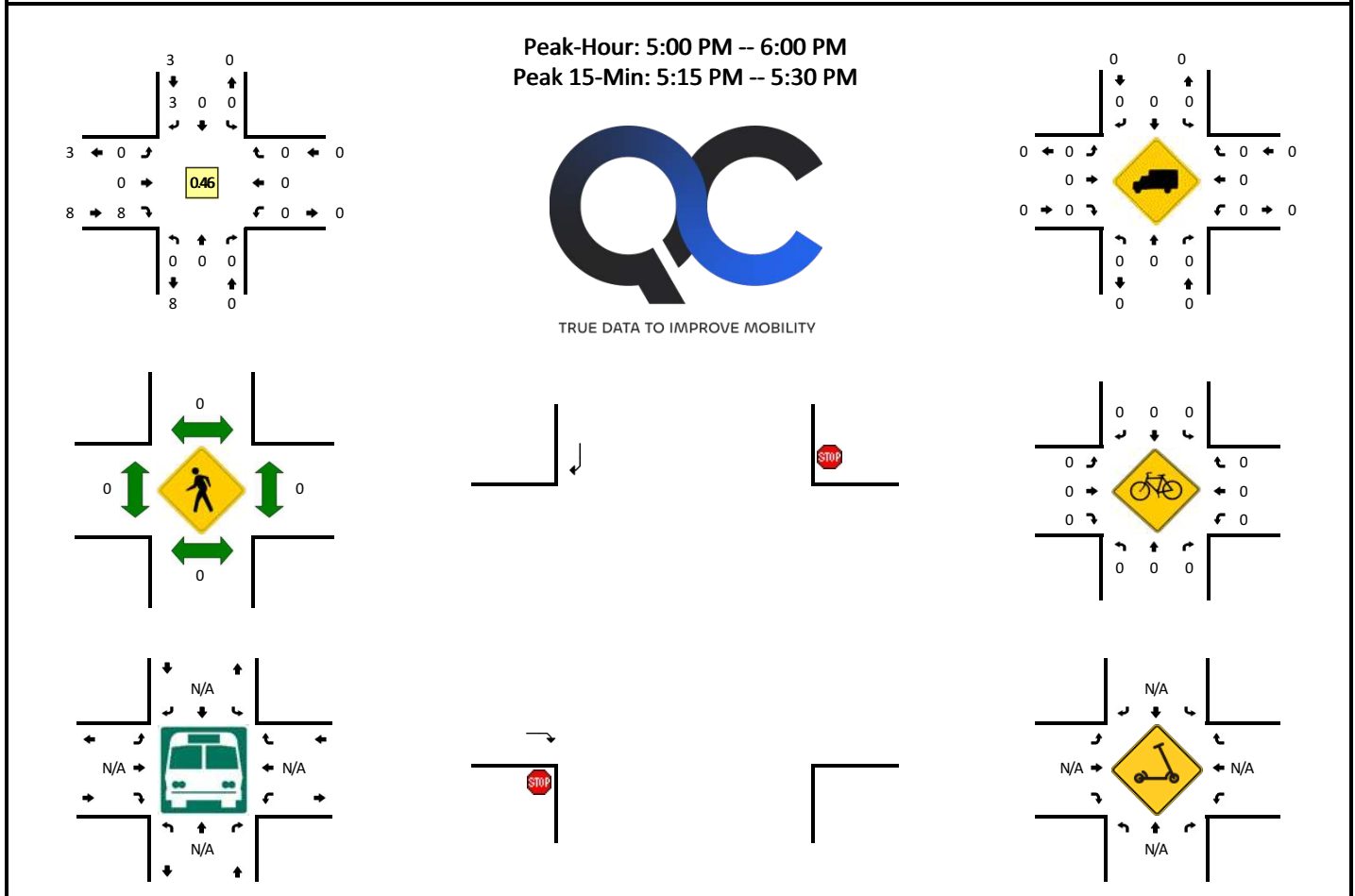
Comments:

Report generated on 11/13/2024 10:10 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: College Rd -- Furniture Fair Southern RIRO
CITY/STATE: Wilmington, NC

QC JOB #: 16779306
DATE: Thu, Nov 7 2024






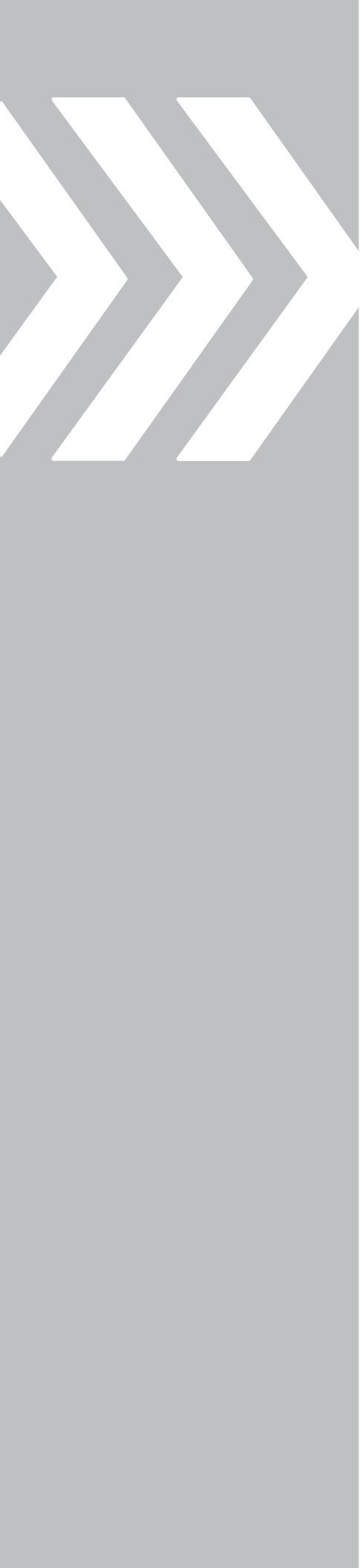
15-Min Count Period Beginning At	College Rd (Northbound)				College Rd (Southbound)				Furniture Fair Southern RIRO (Eastbound)				Furniture Fair Southern RIRO (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	8
5:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	10
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	11
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	24	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 11/13/2024 10:10 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

College Rd & University Dr			
Started @ 12:37p 11/6/2024			
Phase	1	2	3
	N/A	:14	N/A
	2:23	2:05	2:21
	:14	:14	:12
Total	2:37	2:33	2:33



Volume Development Worksheets

TPD Volume Development Worksheet

Project-Specific Information

TPD Job # CGRB 62

AM Peak Hour

PM Peak Hour

Existing Year2024

Phase 1 Build Year2026

Phase 2 Build Year

Growth Rate1%

Peak Hour Factor

Phase 1			
Entering	Exiting	Total AM	Trip Type
46	45	91	Primary Trips
144	144	288	Pass-By Trips
		0	
		0	

Phase 1			
Entering	Exiting	Total PM	Trip Type
40	41	81	Primary Trips
121	121	242	Pass-By Trips
		0	0
		0	0

☐ Is this development being constructed in 2 phases?

CGRB 62
12/5/2024
Traffic Volumes Worksheet

Intersection:

College Road (NC 117) & University Drive

Synchro Node:

1

☒ Show U-Turns

☐ Show Background Developments

☐ Show Phase 2 Volume Development

AM PEAK HOUR VOLUMES	Eastbound			Westbound			Northbound			Southbound				Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	U-turns	left	thru	right	
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	--
Heavy Vehicle Percentages	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	--

Existing

2024 Existing Counts	12		4				18	1734		10		1879	38	3695
Balancing														
4 Vehicle Minimum														
2024 Existing Volumes (Balanced)	12		4				18	1734		10		1879	38	3695

No-Build

Phase 1 Growth (1% compounded for 2 yr)								35				38	1	74
2026 No-Build Volumes Unadjusted	12		4				18	1769		10		1917	39	3769
4 Vehicle Minimum Reduction														
2026 No-Build Volumes	12		4				18	1769		10		1917	39	3769

Trip Distribution

Trip Assignment % - Primary Trips Enter							50%							--
Trip Assignment % - Primary Trips Exit	25%		25%							25%		25%		--
Trip Assignment % - Pass-By Trips Enter							40%	-40%						--
Trip Assignment % - Pass-By Trips Exit	40%													--

Build

Primary Trips	11		11				23			12		11		68
Pass-By Trips	58						58	-58						58
Total Phase 1 New Trips	69		11				81	-58		12		11		126
2026 Build Volumes Unadjusted	81		15				99	1711		22		1928	39	3895
EXISTING REMOVAL												-1		-1
2026 Build Volumes	81		15				99	1711		22		1927	39	3894

Time Period: Weekday P.M. Peak Hour

5:00

PM PEAK HOUR VOLUMES	Eastbound			Westbound			Northbound			Southbound				Intersection
	left	thru	right	left	thru	right	left	thru	right	U-turns	left	thru	right	Volume
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	--
Heavy Vehicle Percentages	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	--

Existing

2024 Existing Counts	44		16				18	2214		10		2102	32	4436
Balancing														
4 Vehicle Minimum														
2024 Existing Volumes (Balanced)	44		16				18	2214		10		2102	32	4436

No-Build

Phase 1 Growth (1% compounded for 2 yr)	1							45				42	1	89
No-Build Volumes Unadjusted	45		16				18	2259		10		2144	33	4525
4 Vehicle Minimum Reduction														
2026 No-Build Volumes	45		16				18	2259		10		2144	33	4525

Trip Distribution

Trip Assignment % - Primary Trips Enter							50%							--
Trip Assignment % - Primary Trips Exit	25%		25%							25%		25%		--
Trip Assignment % - Pass-By Trips Enter							40%	-40%						--
Trip Assignment % - Pass-By Trips Exit	40%													--

Build

Primary Trips	10		10				20			11		10		61
Pass-By Trips	48						48	-48						48
Total Phase 1 New Trips	58		10				68	-48		11		10		109
2026 Build Volumes Unadjusted	103		26				86	2211		21		2154	33	4634
EXISTING REMOVAL												-8		-8
2026 Build Volumes	103		26				86	2211		21		2146	33	4626

CGRB 62
12/5/2024
Traffic Volumes Worksheet

Intersection:

College Road (NC 117) & Site Access 1

Synchro Node:

3

☐ Show U-Turns

☐ Show Background Developments

☐ Show Phase 2 Volume Development

AM PEAK HOUR VOLUMES	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	--
Heavy Vehicle Percentages	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	--

Existing

2024 Existing Counts			1					1756			1923	6	3686
Balancing													
4 Vehicle Minimum													
2024 Existing Volumes (Balanced)			1					1756			1923	6	3686

No-Build

Phase 1 Growth (1% compounded for 2 yr)								35			39		74
2026 No-Build Volumes Unadjusted			1					1791			1962	6	3760
4 Vehicle Minimum Reduction													
2026 No-Build Volumes			1					1791			1962	6	3760

Trip Distribution

Trip Assignment % - Primary Trips Enter												50%	--
Trip Assignment % - Primary Trips Exit			50%					50%					--
Trip Assignment % - Pass-By Trips Enter										-60%	60%		--
Trip Assignment % - Pass-By Trips Exit			60%										--

Build

Primary Trips			23					23				23	69
Pass-By Trips			86							-86	86		86
Total Phase 1 New Trips			109					23		-86	109		155
2026 Build Volumes Unadjusted			110					1814		1876	115		3915
EXISTING REMOVAL			-1								-6		-7
2026 Build Volumes			109					1814		1876	109		3908

Time Period: Weekday P.M. Peak Hour

5:00

PM PEAK HOUR VOLUMES	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	--
Heavy Vehicle Percentages	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	--

Existing

2024 Existing Counts			8					2268			2133	3	4412
Balancing													
4 Vehicle Minimum													
2024 Existing Volumes (Balanced)			8					2268			2133	3	4412

No-Build

Phase 1 Growth (1% compounded for 2 yr)								46			43		89
No-Build Volumes Unadjusted			8					2314			2176	3	4501
4 Vehicle Minimum Reduction													
2026 No-Build Volumes			8					2314			2176	3	4501

Trip Distribution

Trip Assignment % - Primary Trips Enter												50%	--
Trip Assignment % - Primary Trips Exit			50%					50%					--
Trip Assignment % - Pass-By Trips Enter										-60%	60%		--
Trip Assignment % - Pass-By Trips Exit			60%										--

Build

Primary Trips			21					21				20	62
Pass-By Trips			73							-73	73		73
Total Phase 1 New Trips			94					21		-73	93		135
2026 Build Volumes Unadjusted			102					2335		2103	96		4636
EXISTING REMOVAL			-8								-3		-11
2026 Build Volumes			94					2335		2103	93		4625

CGRB 62
12/5/2024
Traffic Volumes Worksheet
Intersection:
Synchro Node:

University Drive & Site Access 2

4

☐ Show U-Turns ☐ Show Background Developments ☐ Show Phase 2 Volume Development

AM PEAK HOUR VOLUMES	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	--
Heavy Vehicle Percentages	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	--

Existing

2024 Existing Counts													
Balancing													
4 Vehicle Minimum													
2024 Existing Volumes (Balanced)													

No-Build

Phase 1 Growth (1% compounded for 2 yr)													
2026 No-Build Volumes Unadjusted													
4 Vehicle Minimum Reduction													
2026 No-Build Volumes													

Trip Distribution

Trip Assignment % - Primary Trips Enter						50%							--
Trip Assignment % - Primary Trips Exit										50%			--
Trip Assignment % - Pass-By Trips Enter						40%							--
Trip Assignment % - Pass-By Trips Exit										40%			--

Build

Primary Trips						23				22			45
Pass-By Trips						58				58			116
Total Phase 1 New Trips						81				80			161
2026 Build Volumes Unadjusted						81				80			161
EXISTING REMOVAL													
2026 Build Volumes						81				80			161

Time Period: Weekday P.M. Peak Hour 5:00

PM PEAK HOUR VOLUMES	Eastbound			Westbound			Northbound			Southbound			Intersection Volume
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	--
Heavy Vehicle Percentages	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	--

Existing

2024 Existing Counts													
Balancing													
4 Vehicle Minimum													
2024 Existing Volumes (Balanced)													

No-Build

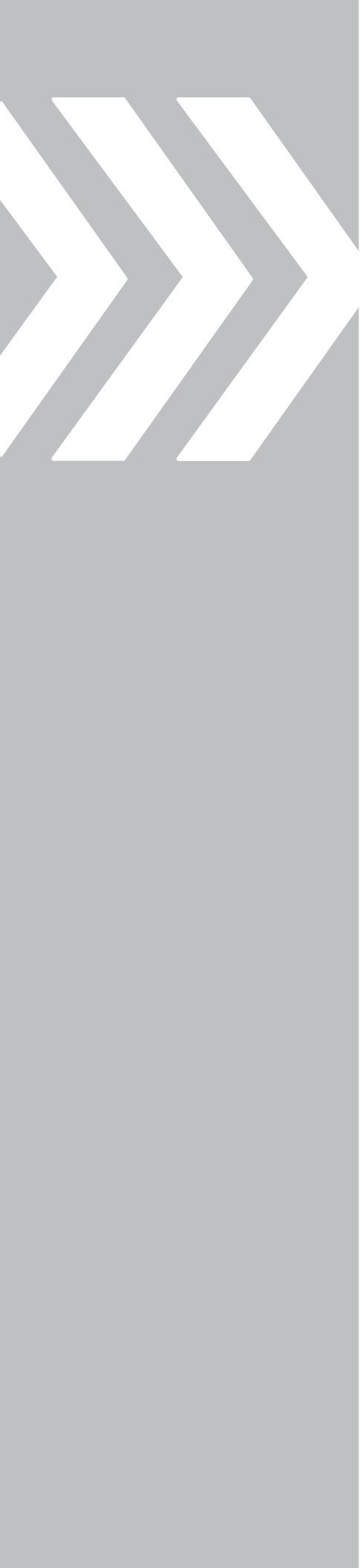
Phase 1 Growth (1% compounded for 2 yr)													
No-Build Volumes Unadjusted													
4 Vehicle Minimum Reduction													
2026 No-Build Volumes													

Trip Distribution

Trip Assignment % - Primary Trips Enter						50%							--
Trip Assignment % - Primary Trips Exit										50%			--
Trip Assignment % - Pass-By Trips Enter						40%							--
Trip Assignment % - Pass-By Trips Exit										40%			--

Build

Primary Trips						20				20			40
Pass-By Trips						48				48			96
Total Phase 1 New Trips						68				68			136
2026 Build Volumes Unadjusted						68				68			136
EXISTING REMOVAL													
2026 Build Volumes						68				68			136



NCDOT Signal Plans

Shovels, Nadean

From: Jeffrey Lewin <jlewin@cgppe.com>
Sent: Monday, November 3, 2025 12:54 PM
To: Jeffrey Lewin
Subject: FW: Wells Fargo @ 590 College Rd, Wilmington, NC

From: Chris Rouzie <chris.rouzie@thalhimer.com>
Sent: Friday, June 30, 2023 3:33 PM
To: Rob Hicks <rhicks@cgppe.com>; Reardon, Susan <susan.reardon@wawa.com>; Jeffrey Lewin <jlewin@cgppe.com>
Cc: Garrett Hicks <ghicks@cgppe.com>
Subject: FW: Wells Fargo @ 590 College Rd, Wilmington, NC

Sue, Rob and Jeff – I just got this “no thanks” from Wells Fargo on College & University. His colleague (Tara) was concerned about how Wawa’s traffic would impact the stack into the drive thru and ATM, which is a valid concern. He suggests contacting the owner of the undeveloped parcel to the west. Now that this option with Wells is out, I’m sending the owner of the strip of land (Phillip Taylor) a letter. Chris

Chris Rouzie
Executive Vice President
Thalhimer

T +1 757 596 2897
C +1 757 869 2309
chris.rouzie@thalhimer.com

From: jim.rock@wellsfargo.com <jim.rock@wellsfargo.com>
Sent: Friday, June 30, 2023 12:06 PM
To: Chris Rouzie <chris.rouzie@thalhimer.com>
Cc: Tara.Dodd@wellsfargo.com
Subject: RE: Wells Fargo @ 590 College Rd, Wilmington, NC

Chris: We have discussed internally and believe this permanent access point behind the branch to University Drive from the WaWa will have a detrimental impact to the branch. We are primarily concerned with the amount of traffic and the safety of our patrons as well as use of the drive thru teller area. I do have a suggestion though. Have you considered the parcel behind the Little Caesars Pizza that is owned by Taylor Food Associates? Appears as if that is unused and could be zoned appropriately. By itself does not appear to be usable for a structure so it may naturally work for access to University Drive. Take care,

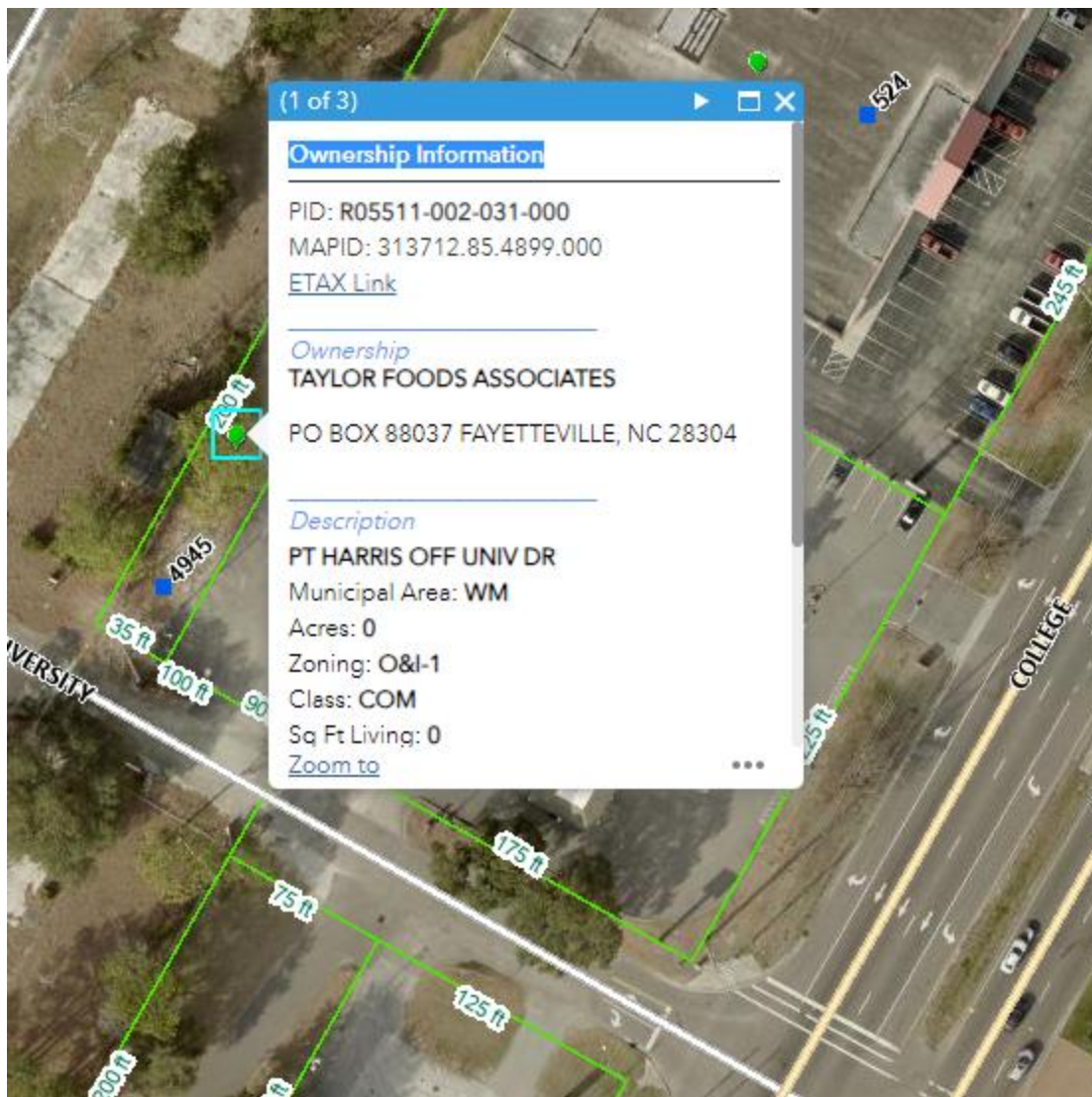
Jim Rock, CCIM, CPM
Lead Real Estate Transaction Manager - Retail NC and SC
Wells Fargo Corporate Properties Group | 822 Pebble Drive | Greensboro, NC 27410
MAC D2536-010
Cell 336-202-0606
jim.rock@wellsfargo.com

Note: As of 7/6/2023 I will have a new address of 2434 Sugar Mill Road, Charlotte, NC 28210.

"For personal data that Wells Fargo may collect and how we use it, see the CCPA [Notice at Collection](#). En [Español](#)."

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NEW HANOVER COUNTY

Property Assessment

[Home](#)[Property Records ▼](#)[NHC Tax Home](#)[Register of](#)**Profile**[Sales](#)[Residential](#)[Commercial](#)[Misc. Improvements](#)[Permits](#)[Land](#)[Values](#)[Agricultural](#)[Sketch](#)[Full Legal](#)[Exemptions](#)[Sub-parcel\(s\) Info](#)[Original Parcel Info](#)[Parcel Map](#)

PARID: R05511-002-031-000

TAYLOR FOODS ASSOCIATES

4945 UNIVERSITY DR

Parcel

Alt ID	313712.85.4899.000
Address	4945 UNIVERSITY DR
Unit	
City	WILMINGTON
Zip Code	-
Neighborhood	CHC07
Class	COM-Commercial
Land Use Code	958-Unused Land
Living Units	
Acres	.16
Zoning	O&I-1-OFFICE & INSTITUTION (GENERAL)

Legal

Legal Description	PT HARRIS OFF UNIV DR
Tax District	WM


Owners (On January 1st)

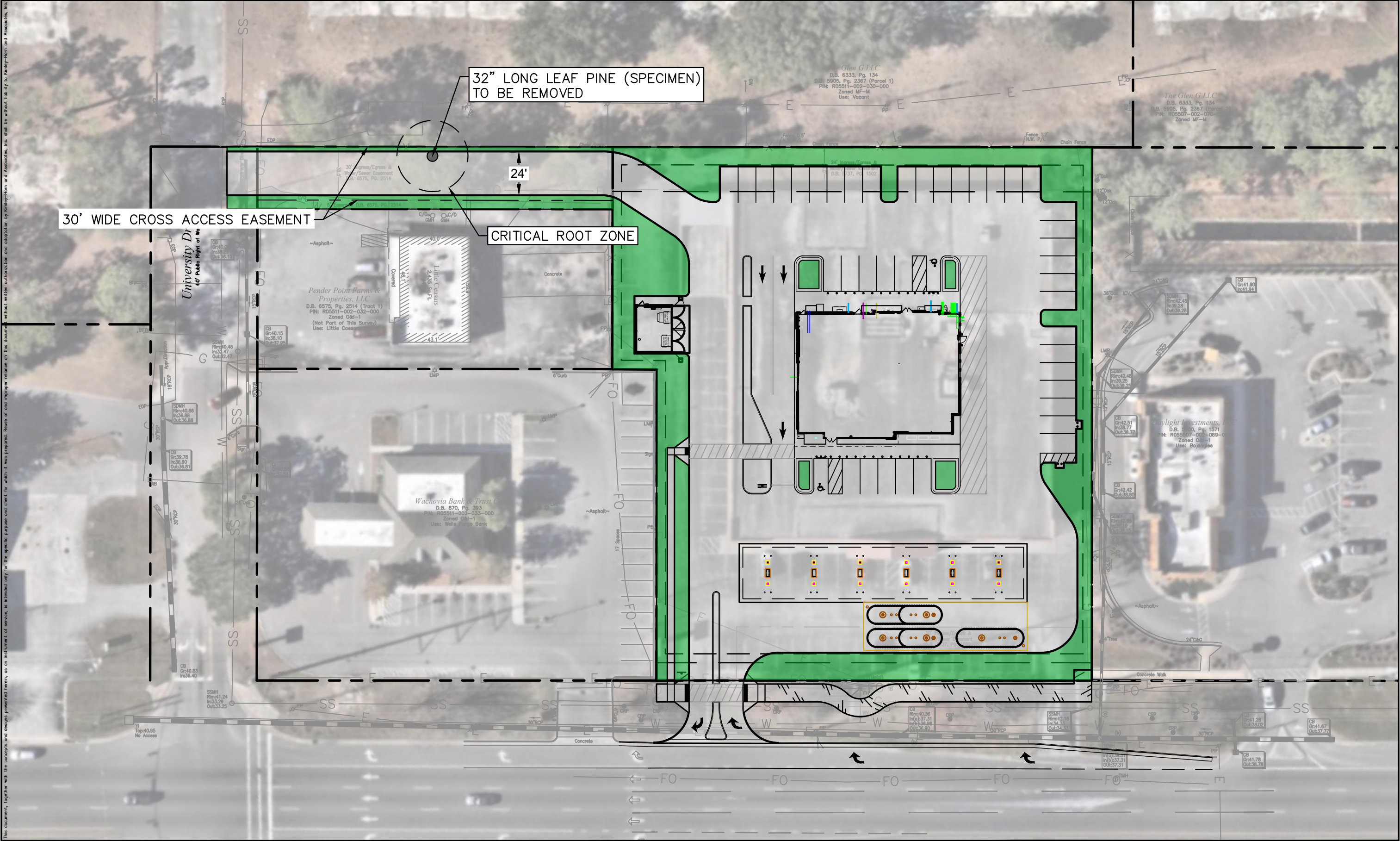
Owner	TAYLOR FOODS ASSOCIATES
City	FAYETTEVILLE
State	NC
Country	
Zip	28304

THE DATA IS FROM 2023

CAUTION : This message originated from outside the organization. Exercise caution when following links, opening attachments or carrying out instructions.

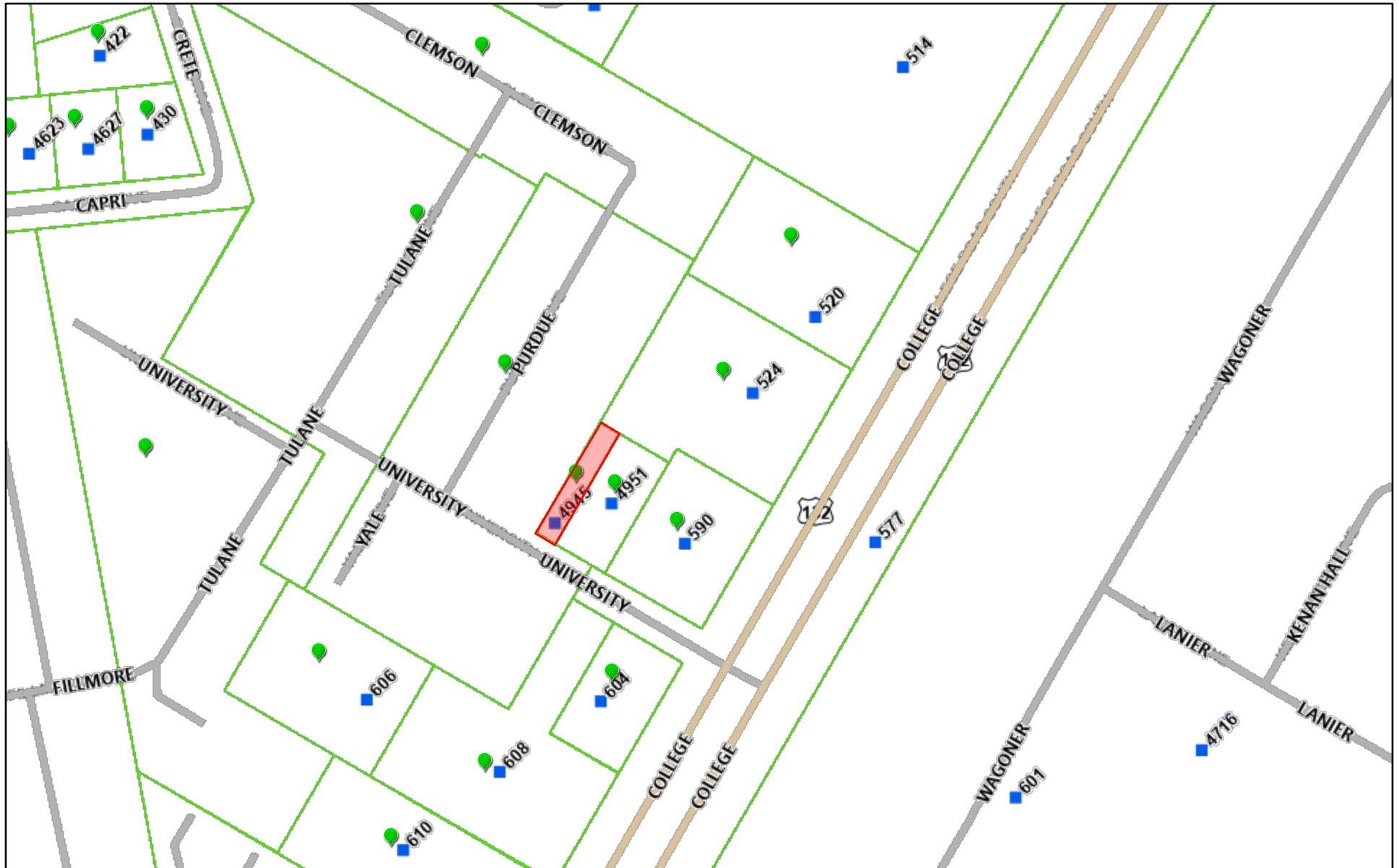


				<div><p>© 2010 KIMLEY–HORN AND ASSOCIATES, INC. 4525 MAIN STREET, SUITE 1000, VIRGINIA BEACH, VA 23462 PHONE: 757–213–8600 WWW.KIMLEY–HORN.COM</p></div>	<div><div>KHA PROJECT 116824052</div><div>DATE 11/04/2025</div><div>SCALE AS SHOWN</div><div>DESIGNED BY ____</div><div>DRAWN BY ____</div><div>CHECKED BY ____</div></div>	<div>WAWA - #6141</div> <div>PREPARED FOR</div> <div>WILMINGTON (COLLEGE RD) WW, LLC</div> <div>WILMINGTON</div> <div>NC</div>		<div>VARIANCE PLOT PLAN</div> <div>EXISTING CONDITIONS</div>	<div>SHEET NUMBER</div> <div>1 OF 1</div>
No.	REVISIONS	DATE	BY						












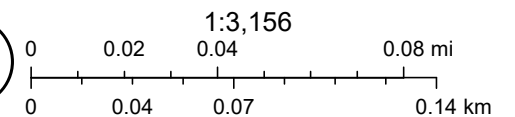
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ArcGIS Web Map



4/3/2025, 1:17:31 PM

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|  Property Owners |  Major Roads |  Parcel Boundaries | hydrology |
|  Addresses |  Roads |  major roads |  UPLAND |
| |  Municipal Boundaries |  roads | |



New Hanover County, NC. The information made available by this service originates from the county's building permitting and inspections records. This