



**DATE:** 11.12.2018  
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■ **THE COLLECTION AT INDEPENDENCE PHASE 1 [TRC Plan Review #3]**

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

1. Show the location of Stop Signs on the site plan. Stop Bars are shown without the signs.
2. The proposed yield lines and yield to pedestrians sign must be in accordance with the MUTCD and “Yield Here To Pedestrians” sign, which is MUTCD sign number R1-5 or the R1-5a sign.



R1-5



R1-5a

The MUTCD guidance is within Section 2B.11 in the MUTCD, refers to multiple lanes. Please verify the usage of this Yield condition for the proposed crosswalk.

### **Section 2B.11 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)**

#### **Standard:**

**01 Yield Here To (Stop Here For) Pedestrians (R1-5, R1-5a, R1-5b, or R1-5c) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, R1-5b, and R1-5c signs, if applicable.**

#### *Guidance:*

*02 If yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the yield (stop) line and the crosswalk.*

*03 Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.*

3. The use of Left and Right Turn arrows (off Fordham Drive) immediately adjacent to the yield lines may create confusion prior to the Yield point and Cross walk. Please revise.

#### **TECHNICAL STANDARDS – BARRIER FREE DESIGN:**

4. The proposed wheel chair ramps on Oleander Drive and the main entrance was shown as Type 3, however, this design does not provide adequate width for the wheel chair ramps. Please replace with ramp with depressed curb ramps and a minimum 2'-3' flares on the ramp. The current ramps do not include the flare/sloped sides of the ramp. [\[Detail SD 3-08 CofW Tech Stds\]](#)
5. The proposed Stop Bar at the crosswalk south of the Grocery store is not parallel to the crosswalk. Please revise the Stop Bar and ensure it is placed 4' from the Stop Bar.

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.