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DATE: 11.25.2014
TO: ProTrak
FROM: Bill McDow
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■ RIVERLIGHTS MARINA VILLAGE PHASE 1B [TRC Plan Review #1]

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.

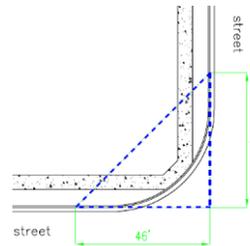
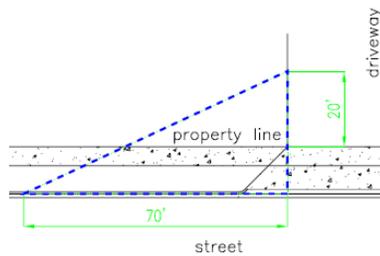


TECHNICAL STANDARDS – NEW ROADS:

1. The proposed Village Green Drive 49’ ROW and Watercraft Ferry Avenue 49’ ROW does not match the type of ROW approved in the Development Agreement. Increase the ROW to 52’ width approved in the development agreement and shown in Riverlights Marina Village Ph 1.
2. The 14’ lane between parallel parking bays on Village Green Drive is too restrictive for a fire access lane. Increase the width to 16’ due to the presence/ proximity to parked vehicles and mirrors.
3. The 12’ lane between parallel parking bays on Watercraft Ferry Avenue is too restrictive for a fire access lane. Increase the width to 16’ due to the presence/ proximity to parked vehicles and mirrors.
4. Provide approved street names for Alley #1, Alley #2, Alley #3 and Alley #4.
5. Provide a street name for Private Drive, located off Village Green Drive.
6. The proposed residential t-shaped turnaround at the end of Alley #4 must meet the requirements for a standard 20’X60’ turnaround. [\[Detail SD 1-13a CofWTSSM\]](#)
7. Show centerline geometry of new streets.
8. Install wheelchair ramp at NW corner of Village Green Drive and Watercraft Ferry Avenue, per City standards. Connect sidewalk with ramp adjacent to the SF homes.
9. Alley #4 does not meet the minimum horizontal centerline radius of 100’ for local streets.
10. All on street parking shall be at least 15’ from fire hydrants. The hydrants proposed on Village Green Drive and Watercraft Ferry Avenue appear to be less than 15’ from the nearest parking spaces at these street corners.
11. The 20’ Access Easement for the northern SF homes on Village Green Drive appears to be a driveway for these homes. Provide a paved access to these homes.

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

12. The proposed entrances for SF homes appear to be residential driveways.
13. Dimension driveway widths and tapers. [Sec.18-529 CofW LDC]
14. The minimum residential driveway width is 9'. [7-9 CofW Tech Stds]
15. The maximum residential driveway width is 20'. [7-9 CofW Tech Stds]
16. The Handicap ramp and 5' sidewalk on the Southern side of Village Green Drive (adjacent to the Townhouses) does not appear to connect properly. Reposition the ramp and/or sidewalk on this street.
17. Show and apply the City's 20'x70' sight distance triangle at each driveway and the City's 46'x46' sight distance triangle at each street corner intersection on the site plan and landscaping plan. [Sec.18-529(c)(3)CofW LDC] Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [Sec.18-566 CofW LDC]



TECHNICAL STANDARDS – PARKING:

18. The parking lots within the project will require backing stubs at the end of the parking areas.
19. The on street parking utilizes 4" white pavement markings to separate parking spaces near intersections, however, the plan does not provide landscaping islands or curbing in these areas.
20. The backing stub is to be 10' deep by 15' wide. Please dimension. [Chapter VII ,Detail SD 15-12 CofWTSSM]
21. The parallel parking spaces on the southern side of Village Green Drive appear to be too close to the crosswalk. If a landscape island is not installed at the end of these parking spaces, then ensure at least 10' of clearance is provided between the parking space and the crosswalks.
22. Twenty-four feet (24') is the minimum drive aisle width behind perpendicular parking. The site plan has proposed a 20' drive aisle.
23. The proposed overflow parking and parking area on the southern part of the project appear to be connected. Provide landscaping islands so that no parked vehicles is more than 180' from the end of a row of parked vehicles.
24. The proposed "overflow" parking may not meet the requirements for non-paved parking lots. Lots with over 25 parking spaces must be paved unless the lot meets the exceptions listed in Sec 18-529, 4 e. [Sec.18-528, 4 (e) CofW LDC]
25. The parking as proposed (426 spaces) is not in excess of the maximum 467 allowed per Sec. 18-532. The maximum parking may be exceeded by up to 25% under certain conditions per Sec. 18-528 and an additional 25% above that.
26. The parking island on Sheet L162 at the northern end of the combined parking/ overflow lot does not have any trees and landscaping shown.
27. Show the location of the proposed bike parking on the plans. [Sec.18-528 CofW LDC]

TECHNICAL STANDARDS – Barrier Free Design:

28. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the buildings. [Sec. 18-529(b)(2) CofW LDC]
29. Note the required and proposed number of handicapped spaces for this phase within the development data. [Sec. 18-529(b)(2) CofW LDC]

REVISIONS TO NOTES ON THE PLAN:

30. Please revise notes #6 and xx on sheet G-003 to reflect the following verbiage:

#6: Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.

GENERAL NOTES TO ADD TO THE PLAN:

A. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact 341-7888 to discuss street lighting options.
- ❖ Contact 342-2786 to discuss proposed removal/reconfiguration/ construction sequencing related to on street parking spaces.
- ❖ Provide a graphic scale.
- ❖ We will reserve comments on the parking lot, driveway geometry and other technical issues until a full construction drawing is submitted.
- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements.
- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.
- ❖ 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.