

**To:** Kathryn Espinoza, McKim & Creed  
**From:** Brian Chambers, Senior Planner; 910.342.2782  
**CC:** File;  
**Date:** 2/1/2021  
**Re:** Riverlights MX3 Road Improvements TRC Rev. 2

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The following is a list of comments for review from planning regarding the project. Please provide your corrections as listed below. A staff summary of comments:

Staff	Department	Notes
Brian Chambers	Planning, Plan Review	Comments below
Eric Seidel	Engineering	Comments attached
Chris Walker	Fire	No comments
Mitesh Baxi	Traffic Engineering	Comments attached
Bill McDow	Transportation	No comments
Anna Reh-Gingerich	Stormwater	No comments

#### Planning Review

Brian Chambers, [brian.chambers@wilmingtonnc.gov](mailto:brian.chambers@wilmingtonnc.gov), 910.342.2782

#### Comments:

- Note 3” caliper for all street trees in the legend on all landscape plan sheets, similar to what was done for the Live Oaks.
- Please remove stockpile areas from CE-101 and CE-102.

Project Name: Riverlights Mixed Use – Phase III Road Improvements

Reviewer: Eric Seidel, PE

Department: Engineering – Plan Review Section

1. There is a significant amount of runoff being directed toward & along Arnold Road into the Arrowhead community. This runoff is going to need to be captured with curb inlets at the property line and directed to a SCM. Fortunately, there is a low area located on the Eastern side of Arnold where an infiltration basin could be located. I believe the proposed curb inlets located at the property line could be used as the overflow with any overflow directed to existing Arrowhead inlets, as currently designed. We will need SCM calculations and updated application along with geotechnical report if infiltration is to be used.

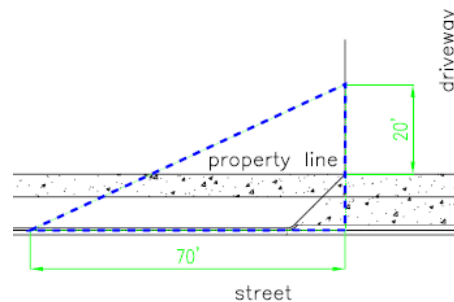
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**SIGNAGE AND PAVEMENT MARKING PLAN:**

- a. Please ensure that 'Do not enter' signage is appropriately oriented for the targeted traffic.
- b. Sheet CS-101 has a callout for 'Pedestrian crossing sign'. Please remove the label if it is redundant.
- c. Accurately show and label the type of the pavement markings for the lane configuration of all the proposed streets and connections to River Rd on signage and pavement marking plan.
- d. Remove the pavement marking for lanes beyond Stop bar at Ledbury Rd off River Rd.

**TECHNICAL STANDARDS – NEW ROADS:**

1. On Quigley Blv, considering the width of the medians providing the cut-through for crosswalk, detectable warning domes shall be installed at the transition of pedestrian surface and pavement so that the area may function as refuge island for the pedestrian.
2. The City's 20'x70' and 46'x46' sight distance triangles are not applied and labelled in accordance with City standards. Please refer to the below image [Sec.18-529(c) (3) CofW LDC] [Sec. 18-812 CofW LDC].
  - a. At the driveways, 20' shall be measured from the property line along the curb line.
  - b. City's 20' x 70' sight distance triangle is not required at the street intersections.
  - c. 46'x46' is missing at the SW corner of Ledbury Rd and Quigley Blv.
  - d. The first east side access off Ledbury Rd is labelled as 20'x70' on sheet CS-102 whereas it is shown as 46'x46' and labelled as future street connection in sheet CS-100. Please reconcile the details.



**GENERAL NOTE TO ADD TO THE PLAN:**

'Any required installation or relocation of traffic signs is the responsibility of the project developer. Please coordinate with City Traffic Signs and Markings Manager or supervisor prior to installation of any traffic signs or markings in public ROW.'

- **BELOW ARE THE COMMENTS AND A REFERENCE IMAGE FROM CITY TRAFFIC ENGINEER. PLEASE REVISE ACCORDINGLY.**

Particularly, radius of median for left turn vehicular movement from River Rd.

