

To: Richard Collier, McKim & Creed
From: Brian Chambers, Senior Planner; 910.342.2782
CC: File;
Date: 3/10/2022
Re: Riverlights MX 2A Townhomes TRC Rev 2

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 | Comments attached | No comment |
| Mitesh Baxi | Traffic Engineering | Comments attached |
| Bill McDow | Transportation | Comments attached |

Planning Review

Brian Chambers, brian.chambers@wilmingtonnc.gov, 910.342.2782

Comments:

- A new easement will be required for the relocated MUP and the existing easements will need to be abandoned via City Council action. *Note only*
- Provide updated master tree removal exhibit. *Once complete*

Project Name: Riverlights MX-2A Townhomes
Reviewer: Eric Seidel, PE
Department: Engineering – Plan Review Section

1. Provide updated SWP2015012R4 pages 3 & 4, which accounts for the Future BUA allocation used for the Townhome project. The overall Future Development Allocation, on page 3 of the R4 permit, is 150,957sf with the Townhomes proposing 108,552sf, this would leave 42,405 sf for Future development. However, the BUA allocated for SCM #7, on page 4, is 108,552sf so this would ultimately go to 0. These pages need to be submitted so a Master Permit modification SWP2015012R5 can be written. Please reach out if there are any questions or concerns.
2. MX-2A Stormwater Application Page 4: Leave this page blank. All BUA for SCM #7 is accounted for within the Master Permit.
3. CS-100: Update Site Data Table to match stormwater application (Building & Sidewalk BUA). Also, the total project area looks to be 4.43 ac.
4. CG-100: Label roof drain line work to instruct contractor all roof run off must be captured and directed to inlets as shown per plan to remain consistent with drainage area map.
5. CG-100: Provide cross sections showing reverse crown for each street section. Consider providing a cross section through the on-street parking provided on Pelican Flight Loop. With the sections provided on CT-300 (Please Keep) it is difficult to determine reverse crown is proposed if you are not familiar with the plans.
6. CU-702: Show storm on Watercraft Ferry Turnaround Profile.
7. CU 701-702: Update profile titles to match proposed street names.
8. Calcs: Another Inlet is required along SD-A stormwater route to reduce gutter spread. SD-A5-DI has a spread of 8.1' which is greater than required technical standard.
9. Calcs: Another Inlet is required along SD-B stormwater route to reduce gutter spread. SD-B6-DI has a spread of 7' which is greater than required technical standard. With the roadway being one-way and reverse crown, the street section needs to provide enough width to safely maneuver the roadway during a 4" storm event. Adding an inlet should help the spread for the entire outfall.
10. Calcs: Is there anyway to remove information outside this scope of work? Such as CB-7-1 – HP-58, I'm guessing these are other structures with-in Riverlights PH 1 & 2?

TECHNICAL STANDARDS:

1. Show and apply the City's 46'x46' sight distance triangle at the corners of turnaround at the end intersection of Watercraft Ferry on the site plan and landscaping plan. [Sec. 18-667 Figure 18-667 CofW Updated LDC: Vision clearance].
2. SR-2 callouts for ramps are pointing away from the street corners on plan sheet. Particularly at the intersection of Pelican Flight Lp and Barnacle Run. Please revise the arrows.

SIGNAGE AND PAVEMENT MARKING PLAN: [Sign Specification and Installation Guide] [Required Minimum Sign and Plaque Sizes] [MUTCD]

1. Crosswalk pavement markings at all the three intersections with Watercraft Ferry Ave of proposed streets are not required and shall not be installed.
2. Crosswalk pavement markings across Barnacle Run at the intersection of Pelican Flight Lp are not required and shall not be installed.
3. Crosswalk pavement markings across Pelican Flight Lp at the intersection of Barnacle Run are not required and shall not be installed.
4. A Pedestrian Crossing (W11-2) warning sign post-mounted with a diagonal downward pointing arrow (W16-7P) plaque are required for the crosswalk at the connection of existing and proposed section of Watercraft Ferry Ave.
5. Painted directional arrow for the streets are not required and shall not be installed.
6. Show the location of the street names signs.

STREET LIGHTING [City of Wilmington Street Lighting Policy]:

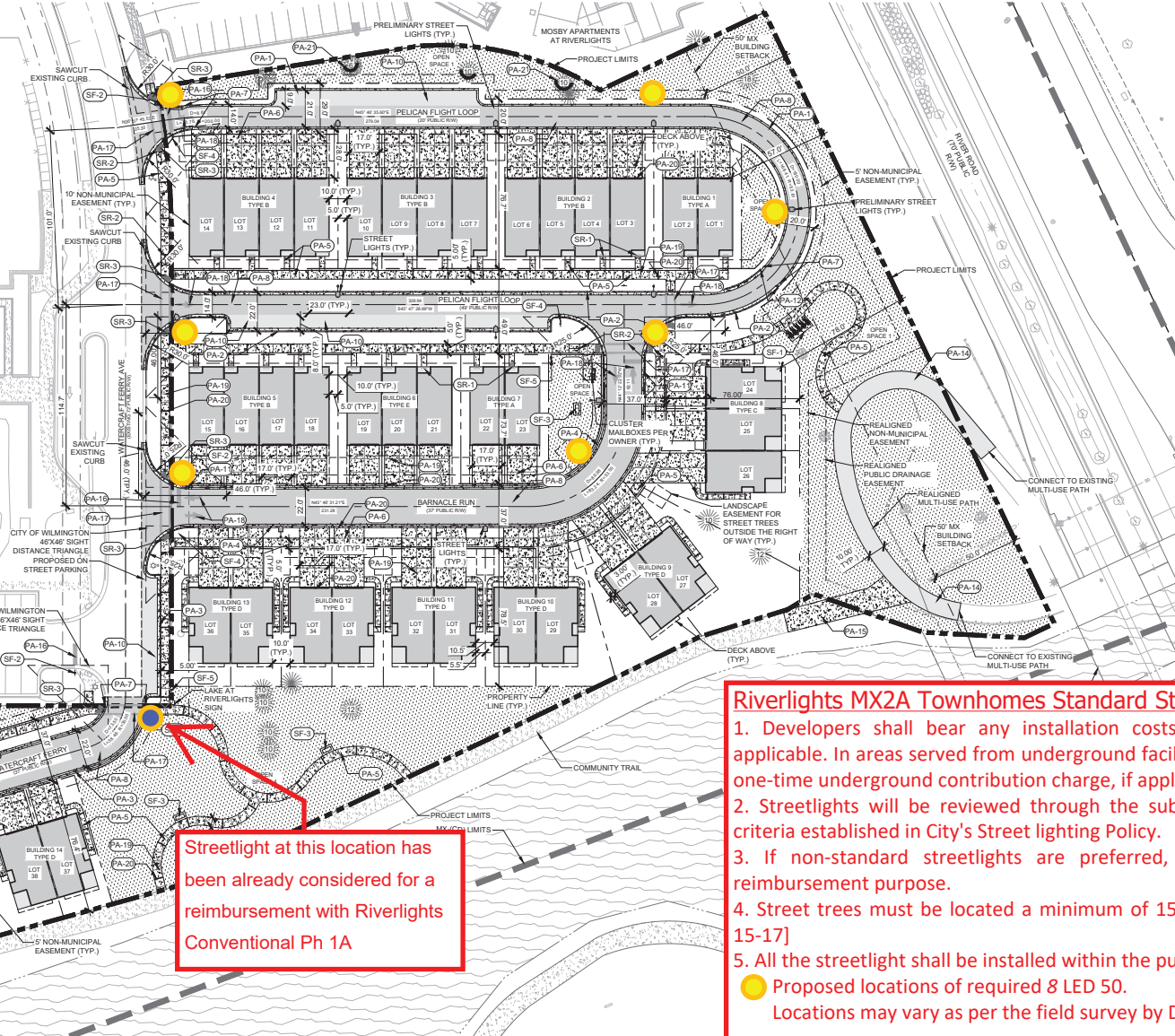
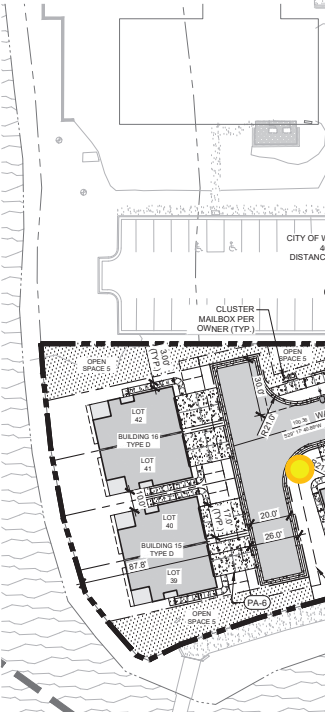
1. Show and callout all the existing streetlights on Watercraft Ferry Ave abutting this development. One existing streetlights near the on-street parking on Watercraft Ferry Ave is missing on the plans.
2. Coordinate with Duke Energy and provide the details for the type and number of streetlights proposed for this project on the plans.
3. Minimum one streetlight shall be installed at the end of Watercraft Ferry Ave turnaround in the vicinity between Lot 38 and 39.
4. The standard streetlight shall be a DEP designated LED equivalent fixture installed within the recommended range of mounting heights for the specific fixture. The standard streetlight shall be installed on a wooden pole in areas served from overhead facilities and on a fiberglass pole in areas served from underground facilities.
5. A layout for the Standard Street lighting has been provided with the review. Minimum of 8 (eight) standard streetlights are required for this sub-division. This layout is subject to change based on the location of existing streetlight location and type of proposed streetlights for this project.
6. Wherever possible streetlight shall be installed in advance of the crosswalk for approaching traffic.
7. Developers may choose to provide any extra lights or ornamental. Any installations above the criteria of Standard Street lighting, will be considered as non-standard and must conform to the City's non-standard street lighting procedure as per the policy.
8. If non-standard post-top lighting is desired, then the spacing on the approaches should be ½ of the standard streetlights spacings as outlined in City streetlighting policy.
9. Developers shall bear any installation costs associated with streetlights, if applicable. In areas served from underground facilities, the developers shall pay the one-time underground contribution charge, if applicable.
10. Street trees must be located a minimum of 15 feet from streetlights. [CofW SD 15-17]

11. All the streetlights shall be installed within the public ROW.
12. Streetlights are required to be installed on ROWs prior to the streets accepted by City for maintenance.

Please let me know if you have any questions or if I can be of further assistance.

NOTES:

- 1. ALL BUILDINGS TO MAINTAIN 10' MINIMUM SEPARATION BETWEEN BUILDING PER BUILDING CODE
- 2. CONTRACTOR SHALL MAINTAIN AN ALL WEATHER ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES DURING CONSTRUCTION
- 3. LANDSCAPE OR PARKING CANNOT BLOCK OR IMPIDE THE DISC OR HYDRANTS. A 3' FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF THE HYDRANT AND FSD
- 4. ADDITIONAL FIRE PROTECTION AND ACCESSIBILITY REQUIREMENTS MAY BE REQUIRED DUE TO ANY SPECIAL CIRCUMSTANCES CONCERNING THE PROJECT
- 5. CONTRACTOR SHALL SUBMIT A RADIO SIGNAL STRENGTH STUDY FOR ALL COMMERCIAL BUILDINGS THAT DEMONSTRATES THAT EXISTING EMERGENCY RESPONDER RADIO SIGNAL LEVELS MEET SECTION TO REQUIREMENTS OF THE 2018 NFPA CODE
- 6. NEW HYDRANTS MUST BE BROUGHT INTO SERVICE PRIOR TO COMMISSIBLE MATERIALS DELIVERED TO THE JOBSITE
- 7. PRIOR TO ANY CLEARING, GRADING, OR CONSTRUCTION ACTIVITY, TREE PROTECTION FENCING WILL BE INSTALLED AROUND PROTECTED TREES OR GROVES OF TREES. NO CONSTRUCTION WORKERS, TOOLS, MATERIALS, OR VEHICLES ARE PERMITTED WITHIN THE TREE PROTECTION FENCING
- 8. LIGHT POLE LOCATIONS TO BE COORDINATED WITH DUKE ENERGY. ALL LIGHTS TO BE LOCATED NO CLOSER THAN 12' FROM A TREE. ALL LIGHTING SHALL BE DIRECTED AWAY FROM THE ADJACENT RESIDENTIAL USE
- 9. ALL PROPOSED VEGETATION WITHIN BIGHT TRIANGLES SHALL NOT INTERFERE WITH CLEAR VISUAL SIGHT LINES FROM 30'-10' (SEE 18-566 CDFW LDC)
- 10. ALL PAVEMENT MARKINGS IN PUBLIC RIGHTS-OF-WAY AND FOR DRIVEWAYS ARE TO BE THERMOPLASTIC AND MEET CITY AND/OR NCDOT STANDARDS. (DETAIL SD 11-03 AND SD 15-13 CDFW TECH STDS)
- 11. ALL SIGNS AND PAVEMENT MARKINGS IN AREAS OPEN TO PUBLIC TRAFFIC ARE TO MEET MUTCD MANUAL OR UNIFORM TRAFFIC CONTROL DEVICES STANDARDS
- 12. ALL TRAFFIC CONTROL SIGNS AND MARKINGS OFF THE RIGHT-OF-WAY ARE TO BE MAINTAINED BY THE PROPERTY OWNER IN ACCORDANCE WITH MUTCD STANDARDS
- 13. ALL PARKING STALL MARKINGS AND LANE ARROWS WITHIN THE PARKING AREAS SHALL BE WHITE
- 14. IT SHALL BE THE RESPONSIBILITY OF THE SUBDIVIDER TO ERECT OFFICIAL STREET NAME SIGNS AT ALL INTERSECTIONS ASSOCIATED WITH THE SUBDIVISION, IN ACCORDANCE WITH THE TECHNICAL STANDARDS AND SPECIFICATIONS MANUAL. THE SUBDIVIDER MAY ACQUIRE AND ERECT OFFICIAL STREET NAME SIGNS OR MAY CHOOSE TO CONTRACT WITH THE CITY TO INSTALL THE STREET SIGNS AND THE SUBDIVIDER SHALL PAY THE COST OF SUCH INSTALLATION. CONTACT TRAFFIC ENGINEERING AT 347-8186 TO DISCUSS INSTALLATION OF TRAFFIC AND STREET NAME SIGNS. PROPOSED STREET NAMES MUST BE APPROVED PRIOR TO INSTALLATION OF STREET NAME SIGNS
- 15. CONTACT CITY OF WILMINGTON, TRAFFIC ENGINEERING REGARDING THE UTILITIES IN ROW
- 16. CONTACT TRAFFIC ENGINEERING AT (910) 347-7988 TO DISCUSS STREET LIGHTING OPTIONS
- 17. A TRAFFIC CONTRIBUTION AND REVENUE CONTAINER IS PROVIDED FOR SOLID WASTE DISPOSAL. SEE ARCHITECTURAL DRAWINGS FOR DETAILING
- 18. ANY REQUIRED INSTALLATION OR RELOCATION OF TRAFFIC SIGNS IS THE RESPONSIBILITY OF THE PROJECT DEVELOPER. PLEASE COORDINATE WITH CITY TRAFFIC SIGNS AND MARKINGS IN PUBLIC ROW



| GENERAL INFORMATION | |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DATA CLASS | VALUE |
| PARCEL ADDRESS | 4410 RIVER ROAD |
| LOCAL PARCEL IDENTIFICATION NUMBER | 32050502000 |
| OWNER | NRP IV CAPS PERI/BBE LLC |
| BUILDING INFORMATION | |
| DATA CLASS | VALUE |
| TOTAL BUILDING AREA | 264,500 |
| TOTAL BUILDING ENVELOPE AREA | 264,500 |
| TOTAL FLOOR AREA | 300,000 |
| TOTAL TYPES | TYPE A (2) PLAN 120 UNITS, ELEVATION 'C' TYPE B (2) PLAN 120 UNITS, ELEVATION 'C' TYPE C (2) PLAN 120 UNITS, ELEVATION 'C' TYPE D (2) PLAN 120 UNITS, ELEVATION 'C' |
| BUILDING COUNT (HEIGHT / STORIES) | TYPE A 2 (20) 2 TYPE B 4 (20) 2 TYPE C 4 (20) 2 TYPE D 4 (20) 2 |
| TOTAL | 16 (80) 2 |
| TOTAL GFA | 4,238.00' x 2 = 8,476.00 SF 8,476.00' x 4 = 33,904.00 SF 7,022.00' x 1 = 7,022.00 SF 4,238.00' x 8 = 33,904.00 SF 6,357.00' x 3 = 19,071.00 SF TOTAL |
| TOTAL BUILDING GFA | 84,760.00 |
| BUILDING TYPE | TYPE B |
| DATA CLASS | REQUIRED PROPOSED |
| FRONT | NA E IF ROAD B, 16' W ALL OTHER DRIVEL |
| REAR | NA |
| SIDE CORNER | NA |
| SIDE EXTERIOR | NA |
| SITE INFORMATION | |
| DATA CLASS | EXISTING PROPOSED |
| PERMISSIBLE SURFACE AREA | 0 SF 60,000 SF |
| PERMISSIBLE PAVEMENT | 0 SF 3,715 SF |
| PERMISSIBLE SIDEWALK | 0 SF 1,300 SF |
| TOTAL | 0 SF 5,025 SF |
| PERMISSIBLE PERVIOUS SURFACE AREA | NA 100 |
| DATA CLASS | REQUIRED PROPOSED |
| DRIVEWAY | 0 SF 14 |
| OR STREET PARKING SPACES | 0 14 |
| GENERALLY PARKING SPACES | 0 84 |
| GARAGES | 0 84 |
| TOTAL PARKING SPACES | 0 102 |
| BIKE PARKING SPACES | 0 0 |
| OFFICE MOBILE STORAGE | 36 SQ FT 261' X 11' 2" |
| DOG CATCHER SPACE | 46 SQ FT 261' X 11' 2" |
| OFFICE MOBILE STORAGE | 36 SQ FT 261' X 11' 2" |
| DOG CATCHER SPACE | 46 SQ FT 261' X 11' 2" |
| OFFICE MOBILE STORAGE | 36 SQ FT 261' X 11' 2" |
| DOG CATCHER SPACE | 46 SQ FT 261' X 11' 2" |
| ROADWAY INFORMATION | |
| PELICAN FLIGHT LOOP | MODIFIED VILLAGE ONE-WAY STREET WITH PARKING (AP ROW) |
| BARNAACLE RUN | MODIFIED VILLAGE TWO-WAY STREET WITH MODIFIED ALTERNATE SHOULDER TYPE 4 (ON NORTH SIDE OF ROW) |
| PELICAN FLIGHT LOOP | MODIFIED VILLAGE TWO-WAY STREET WITH MODIFIED ALTERNATE SHOULDER TYPE 4 (ON NORTH SIDE OF ROW) |
| WATERCRAFT FERRY | MODIFIED VILLAGE TWO-WAY STREET WITH MODIFIED ALTERNATE SHOULDER TYPE 4 (ON NORTH SIDE OF ROW) |
| KEY NOTES | |
| PA-1 | HEADER CURB (TYP) |
| PA-2 | VERTICAL CURB AND GUTTER - GASH CURB (TYP) |
| PA-3 | MEDIAN VERTICAL CURB AND GUTTER - SPILL CURB (TYP) |
| PA-4 | VALLEY CURB (TYP) |
| PA-5 | CONCRETE SIDEWALK (TYP) |

Streetlight at this location has been already considered for a reimbursement with Riverlights Conventional Ph 1A

Riverlights MX2A Townhomes Standard Street Lighting Plan

1. Developers shall bear any installation costs associated with streetlights, if applicable. In areas served from underground facilities, the developers shall pay the one-time underground contribution charge, if applicable.
2. Streetlights will be reviewed through the subdivision process and must meet criteria established in City's Street lighting Policy.
3. If non-standard streetlights are preferred, this plan may be utilized for reimbursement purpose.
4. Street trees must be located a minimum of 15 feet from streetlights. [CofW SD 15-17]
5. All the streetlight shall be installed within the public ROW.
● Proposed locations of required 8 LED 50. Locations may vary as per the field survey by DEP.

03/08/2022

2 OVERALL SITE PLAN

| REV | DESCRIPTION | DATE |
|-----|-------------|------|
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MCKIM & CREED
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NEW HANOVER COUNTY, NORTH CAROLINA

| | | | |
|------------|-------------------|-------------|--------|
| DESIGN | JEB/TRE/BOB | PROJECT NO. | 17-530 |
| DESIGNED | JEB/TRE/BOB | SCALE | 1"=50' |
| CHECKED | RMG/DTB/STL | VERTICAL | NA |
| PROJ. MGR. | RMG | CHECKED | 0 |
| STATUS: | FORMAL TRO REVIEW | | |

Project Name: **RIVERLIGHTS MX2A TOWN HOUSES**

TRC Date: **03.10.2022**

Reviewer Name: **BILL McDow**

Reviewer Department/Division: **PDT/Transportation Planning**

TECHNICAL STANDARDS:

1. The proposed Pelican Flight Loop cross section has a 9' parking area and 14' travel lane, which exceeds the ROW width. Please correct the cross section; if the street is 23' wide show it on the plan sheet instead of 21'.
2. The Pelican Flight Loop parking cross section is shown as 22' in one section and 21' in another section. Please revise the street to have consistent parking cross sections.
3. Awaiting update on the DAC variance requests for proposed centerline dimensions for the proposed street and alleys do not meet the minimum requirements of the Standard Detail in the City Technical Standards. [[Table 2, page 7-5, City Technical Standards.](#)]
4. Awaiting update on the DAC variance request for minimum Horizontal Center Line Radius for a local street or alley. [[Table 2, page 7-5, City Technical Standards.](#)]