



Public Services
Engineering
P.O. Box 1810
Wilmington, NC 28402-1810
910 341-7807
910 341-5881 fax
wilmingtonnc.gov
Dial 711 TTY/Voice



Via e-mail: nlauretta@mckimcreed.com

March 14, 2016

Mr. Nick Lauretta, PE
McKim & Creed
243 North front Street
Wilmington, NC 28401

Re: Request for Administrative Variance – Riverlights – Marina Village, Phase 1B

Dear Mr. Lauretta:

On behalf of the City Engineer, I have reviewed your request for a waiver and rendered the following decision:

Distance between centerlines of an intersection Granted Denied
Offset Between centerlines of intersections...

Technical Standard: Section VII (Traffic Engineering), Table 2: Distance between centerlines of intersections – Min 400 ft; Offset between centerlines of intersections on opposite sides of the street – Min 200 ft

Minimum tangent length between horizontal curves Granted Denied

Technical Standard: Section VII (Traffic Engineering), Table 1: Minimum and Maximum Street Design Standards – Min 100 ft; Tangent length between Horizontal Curves

Minimum horizontal centerline radius Granted Denied

Technical Standard: Section VII (Traffic Engineering), Table 1: Minimum and Maximum Street Design Standards – Min 100 ft; Minimum horizontal centerline radius – Local roads


Description: The applicant seeks relief from these requirements in several locations throughout the Marina Village Project.

Justification: Marina Village is situated along the river the River and has minimal vehicular connectivity to other areas. Therefore, all traffic in the Marina Village will be as a destination. The reduced distance and offset between centerlines can be allowed because there is not a through movement. The applicant has committed to post and maintain reduced speed limits that will minimize conflicts between vehicles and pedestrians.

The City Engineer will not take formal action on the alternate shoulder. As you noted, the alternate shoulder is an allowed configuration in the development agreement, so a formal waiver from the technical standards is not necessary. City Engineering has no objection to the use of the alternate shoulder as proposed in this development, but the applicant should seek input from City Transportation planning as part of the Technical Review Committee process.

Please contact me at rob.gordon@wilmingtonnc.gov if you have any questions.

Sincerely,



Robert D. Gordon, PE
Project Engineer

cc: David Cowell PE, City Engineer, City of Wilmington
Bill McDow, Transportation Planning, City of Wilmington
Ron Satterfield, Assistant Planning Director, City of Wilmington