



COASTAL SITE DESIGN, PC

PO Box 4041
Wilmington, NC 28408
Phone: 910 781-4441
Fax: 910 781-1501
License # C-2710

August 29, 2013

Jim Diepenbrock
Associate Planner
City of Wilmington / Development Services
PO Box 1810
Wilmington, NC 28402-1810

Re: TRC Review including Traffic Engineering Initial
The Creek at Willowick
City of Wilmington
New Hanover County
CSD Project No. 04-0011

Dear Jim:

Enclosed please find the following items for the referenced project:

- one (1) full-size copies of sheets 1 thru 12, the Site Plan
- set of revised drawings

***See attached sheet for items addressed in this submittal

Please call if you have any questions or require any additional information.

Very truly yours,

Rodney Wright

Encl.: As noted above

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Items addressed in this submittal include;

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Development Services – Jim Diepenbrock

-Please modify all notations on the plan as follows where water and sewer mains are located: "CFPUA Public Sewer Main" and "CFPUA Public Water Main". *Revised per request*

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-The SRB approval identified specific recreational amenities along with the project approval. Adequate provision needs to be made for equivalent facilities; there are no amenities shown on this plan. Please explain how the developer proposes to satisfy this requirement. *Recreational areas and facilities have been labeled.*

-The connection from Creek at Willowick to Milhaven Court needs to be specifically addressed on this plan. It is possible that a detail will be needed showing the connection between the two subdivisions. *Survey crew is gathering data needed to make the connection. Revised plans will be submitted once design is completed.*

-Since the first plan submission, our conservation regulations have been revised. Please show the specified "Conservation Resource Setback" and "Vegetative Buffer" rather than the old language... AEC is not in the City of Wilmington code. *"Conservation Resource Setback" and "Vegetative Buffer" noted. "AEC" Removed as description.*

-Planning will provide further comments after responses from the applicant and other reviewers have been entered. *Acknowledged.*

Transportation Planning- Bill McDow

TRAFFIC IMPACT:

- ❖ Per the Institute of Transportation Engineers (ite) Trip Generation 8th Edition, 2008, Microtrans trip Generation Software; the estimated Trip Generation for the proposed **LIST PROPOSED USE + INTENSITY** (ite land use code 210) is 80 total driveway volume in the AM peak hours, 105 total driveway volume in the PM peak hours and 1040 average weekday 2-way driveway volume. An original TIA titled Willowick Residential Development was performed by Ramey Kemp in 2007. Build out year is (was) 2009, so an update/ new TIA may be required. The Applicant's Traffic Engineer must contact Tara Murphy, (Tara.Murphy@wilmingtonnc.gov (910) 341-4661) to discuss further.

NCDOT:

It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact Allan Hancock, PE at 910. 251.2655. Please note additional comments may be forthcoming once coordination occurs.

TECHNICAL STANDARDS – NEW ROADS:

1. The minimum pavement diameter in a cul-de-sac is 80'. This is required due to variance granted for minimum cul-de-sac length. Revise cul-de-sac pavement diameter to meet minimum design standards. [7-5, Table 2, CofW Tech Stds] *Variance request has been submitted.*
2. I have concern for the location/alignment of Somerdale Ct. Sight Distance will be very difficult as lot 142 is developed. This area needs to be reworked. The intersection is also less than 400' from Navaho Trail. Because a variance was issued for the 400 foot separation between intersections, these issues need to be resolved. *Building footprint is out of sight triangle.*
3. The intersection of Hedgewick Way and Rocklund Court are not properly aligned. Realign centerlines for each approach and readjust the stop bars. *Hedgewick Way and Rocklund Court intersections meets minimum intersection angle of 75 Degrees.*
4. Show and note the location of stop signs on the site plans. *Added per request.*
5. Show the street corner radii on the plan (Min. street corner radii is 35'). [7-5 CofW Tech Stds] *Added per request.*

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

6. Need to show all signs, not just stop signs on the signage plan. (sheet 11 of 12) All pavement markings should be labeled as "Thermoplastic" on this sheet. SDT's should be removed from this sheet. (sheet 11) Additional comments likely when intersection alignment is finalized. *Revised per request.*
7. Show and apply 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] *Revised per request.*

Items addressed in this submittal (Cont.);

8. Is there a variance for sidewalk on 1 side of the street from SRB? If so, it may be safer for pedestrians if the sidewalk is placed on the Somerdale Ct. side of Willowick. If the subdivision has not been granted a variance for the sidewalk, they need more sidewalk.

Yes a variance has been granted for single sided sidewalks. Willowick Park Drive's sidewalk is better suited were it is. Pedestrians will not need to cross Somerdale Ct. and the completed subdivision to the north, "The Park at Willowick", has a sidewalk location that complements this alignment.

9. There is no receiving handicap ramp opposite Somerdale Ct.

Revised per request.

10. Design physical traffic calming measures for Kellerton Pl. The 1200' drag strip from the southern cul-de-sac to Willowick Park Dr. will invite speeding.

Flat-topped speed humps, details and advanced warning signs added.

11. The installation of All-way stop at Rocklund/Hedgewick is inappropriate. Street will not meet minimum volume requirements for all-way stops. Remove stopbars & stop signs on Hedgewick.

Revised per request.

12. Residential driveways must meet offset requirements and sight distance requirements at each intersection (lots 121, 122, 129, 130, 142, 148, 149, 170, & 171). Please note this on the plans. ***Note added per request***

REVISIONS TO NOTES ON THE PLAN:

13. Please revise notes Standard Notes #26 on sheet 1 and #24 on sheet 3 to remove "Richie Brown" from the notes.

Revised per request

14. Please revise Traffic Engineering Note #3 on sheet 3 to replace "Richie Brown" to "Traffic Engineering".

Revised per request

15. Add City Std. Detail SD 11-03 (Pavement Marking Arrows) for the arrows at the approach to Navaho Tr.

Added per request.

16. Standard Notes 7 & 8...notes need to be removed/replaced with Comment Note C.

Note "C" added to plan; for the purpose of liability or for use as a disclaimer, notes 7 & 8 were retained but reworded.

17. Revise Development Note #12 on sheet 3 – Remove "Karen Dixon" and the parenthesis around the phone number from the note. ***Revised per request***

GENERAL NOTES TO ADD TO THE PLAN: *Notes added to continuation of "Traffic Engineering Notes" on Signage Plan.*

- A. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- B. 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.
- C. 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 341-7888 to discuss installation of traffic and street name signs. Proposed street names must be approved prior to installation of street name signs.

MISCELLANEOUS:

- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements. ***Noted***

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