



**Planning, Development  
and Transportation**  
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**DATE:** 03.04.2015  
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■ **WRIGHTSVILLE MANOR EVENTS CENTER [TRC Plan Review]**

↻ 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.



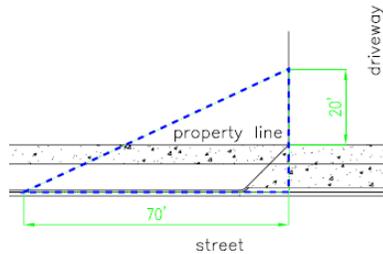
**TECHNICAL STANDARDS – DRIVEWAY ACCESS (Non-Major Thoroughfares):**

1. Revise sheet SD- 3, one drive aisle and 2 parking row layers appear to be turned off.
2. The Service Driveway needs to be shifted west to align the Driveway and tapers to the drive aisle. There should not be a large angle between this turn and the drive aisle. It can be closer to property line. Also, increase the size of the service driveway to allow larger trucks to operate freely in this area. The minimum two-lane driveway width is 23'. [7-9 CofW Tech Stds]
3. The driveway curb return for the service entrance can be changed; however, the final location must be at least 6.5' from intersecting property lines. [Chapter VII, C, Table 4 CofWTSSM]
4. Consider using the entrance for the driveway that ends with a single HC space as a Limo drop off area, and putting the HC space in another location, such as beside the first HC space. By connecting it to the next driveway to the east and expanding distance for the entrance, the limo could exit from the western entrance and that the entrance could be shifted or used as an exit. There is currently 53' shown between this middle driveway and the next driveway.
5. A second option for the HC parking would be to make the first spaces in the first row become HC spaces, then the sidewalk that crosses this drive aisle could be removed and extra parking spaces could be added on the site, ( see sketch attached).
6. Maintain the minimum distance between two driveways at 20' as measured between driveway aprons/curb returns at curb line or edge of roadway. As plans are revised, keep this distance. [7-11 CofW Tech Stds]
7. One-way and Do Not Enter signage or other entrance and exit signage will be necessary to help reduce confusion and prevent vehicles from using the wrong driveways on the site.

8. The proposed street cross section detail on SD-6 shows a valley curb. Is this design to match curb on other sections of Allens Lane?

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

9. Dimension driveway widths and tapers. [Sec.18-529 CofW LDC]  
 10. Provide a sidewalk connection between the site and the public sidewalk.  
 11. Show and apply the City's 20'x70' sight distance triangle at each driveway 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:**

12. Protection from vehicles is required around all required landscaped areas within vehicular areas.  
 13. Show the location of the solid waste receptacle or dumpster on the site.  
 14. Ensure parking bollards are not located where they can be hit by vehicles. If bollards or lights are proposed to be in or near parking spaces, please show them and allow for vehicle overhang.  
 15. Revise the details for the wheel stops on SD-5. The technical standard has changed to allow 2.5' overhang measured from the face of the wheel stop to the end of the space.

**TECHNICAL STANDARDS – Barrier Free Design:**

16. Please show location of revised handicap ramp(s) and signs on the plan.  
 17. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [Sec. 18-529(b)(2) CofW LDC]

**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:**

- ❖ Contact 341-7888 to discuss street lighting options.
- ❖ 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.