



**Planning, Development  
and Transportation**  
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**DATE:** 05.29.2018  
**TO:** ProTrak  
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■ **CONWAY PEIFFER AVENUE SUBDIVISION [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 – NEW ROADS:**

1. The proposed 34' private access easement ends with a Fire and Rescue Vehicle Turn around. Please ensure the turnaround meets technical standards for Standard Detail 3-05, which require 20' of pavement and R20' Radius points. [\[Detail SD 3-05, CofWTSSM\]](#)
2. Install wheelchair ramp at corner of Peiffer Avenue and the 34' Private Access Easement, per or City standards. Connect sidewalk with ramp.
3. The site plans show an existing OHP power pole that is located near the existing accessory building that is shown on Lot #3. The power pole appears to be located in the 50' by 20' paved section of the vehicle turnaround. Please relocate the power pole from within this roadway.
4. The minimum street corner radii is 35'. [\[7-5 CofW Tech Stds\]](#)

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

5. The project proposes three lots for this Subdivision along the Private Access Easement. Show the proposed location for the driveways for Lot #1 though Lot #3. If Lot #1 proposes a driveway on Peiffer Avenue, this connection must be submitted to City Engineering for driveway approval.
6. The site has a property boundary with Verbena Drive. It is requested that a connection be made with this street, either a Bicycle, Pedestrian or Vehicular connection. Please show the connection on the site plan and show the material for this connection.
7. The existing conditions appear to show a Soil Driveway on Peiffer Avenue that will be closed. Note which existing driveways will be closed. Extend the curb along these driveways and restore the verge area to match the existing/proposed.
8. The proposed driveway width and tapers do not appear to give adequate ingress and egress access for Fire Engines, Rescue Vehicles and Trash Trucks that will enter and exit this driveway.

[7-9 CofW Tech Stds] Please verify the right turns into this driveway for these vehicles.

9. Peiffer Avenue is a public street, however, the plans do not show a sidewalk on Peiffer Avenue. Provide a 5' wide concrete sidewalk for this project.
10. If the sidewalk is outside the ROW, a Public Pedestrian Access Easement will be required.
11. Provide sidewalk detail SD 3-10 on the plan.
12. Show all adjacent traffic signs and pavement markings on the plan. [Sec. 18-529(b)(2) CofW LDC]

**TECHNICAL STANDARDS – PARKING:**

13. Due to the width of the vehicle Turnaround, the site may require No Parking Signs. Please show No Parking Signs for the 20' by 60' vehicle turn around area. [Detail SD 3-05, CofWTSSM]
14. Please verify the turning movement analysis of a Fire Truck and Trash Truck vehicle at the proposed vehicle turnaround and ingress and egress for the driveway on Peiffer Avenue.

**MISCELLANEOUS:**

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Transportation Planning Staff will review the landscape plan once submitted for compliance with sight distance requirements.

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.