



**Planning, Development
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DATE: 08.19.2018
TO: ProTrak
FROM: Bill McDow
 Transportation Planning

■ **CONWAY PEIFFER AVENUE SUBDIVISION [TRC Plan Review#2]**

↻ 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 OHP power line crosses the Fire Turnaround. Please ensure the lines have a minimum clearance of 13’6” or higher.
2. The driveway flares are shown as 5’ instead of 13’ flares, which may not give adequate ingress and egress access for Fire Engines, Rescue Vehicles and Trash Trucks to enter and exit this driveway. A variance may be required. [\[7-5 CofW Tech Stds\]](#)

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

3. The project is a non-exempt subdivision, therefore, a sidewalk is not required by city code.
4. The city does not a current sidewalk project for this street, therefore, if sidewalk is desired for this project, a Payment in Lieu will not be accepted.

MISCELLANEOUS:

- ❖ 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.