



**Planning, Development
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DATE: 06.26.2015
TO: ProTrak
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■ **BRAGG ROAD DEVELOPMENT COMPANY [Plan Review# 3]**

↻ 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 (Major Thoroughfares):

1. Please submit a variance request for the proposed College Rd driveway. Driveway does not have the 75’ offset from property lines to the curb line required for lots along major thoroughfares.
2. Please show the location of existing and proposed signs, (Street Sign, Do Not Enter, ETC) between the bank driveway and Driveway 3. If the signs visually obstruct sight distance for traffic exiting the driveway, coordination may be required with NCDOT to relocate the signs.

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

3. Revise the proposed Two-way left turn lane on Bragg Drive with the applied distances from the TIA Approval letter issued on May 28, 2015. Show the storage and taper lengths on the site plan.
4. Show the TIA improvements for the intersection of Bragg Dr. and College Rd, to include storage on the WB approach of Bragg Dr., the Continuous Left Turn lane improvements, and dedicated right turn lane on Bragg Dr., curbing and pavement markings installation. Provide striping to show the start of the taper for the turn into the grocery store and the start of the taper for the Left Turn lane for the signal in accordance with SD 11-08 for turn lanes.
5. The right turning vehicles from Bragg Dr. (Eastbound Traffic) at Driveway 2, appear to be in conflict with the drop off area at the NE corner of the store, (adjacent to the planter/ seating wall). Separate this drop off area from the ingress lane with striping or physical separation.
6. Increase the Radius of the Driveway 2 for vehicles making right turns into the site, in accordance with the TIA.

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

7. The maximum three-lane driveway width is 36’. If the driveway needs to be widened to help with the radius at Driveway 2 or to separate the drop off area from the entrance, please indicate it on the plan. [\[7-9 CofW Tech Stds\]](#)

8. As previously stated, provide a sidewalk connection between the site and the public sidewalk on College Rd.
9. Provide internal sidewalks within the parking lot in accordance with Sec 18-282. The 30' wide entrance drive aisle from Driveway 3 and adjacent to the first parking aisle may be reduced to allow for the sidewalk. [\[Sec.18-282 CofW LDC\]](#)
10. Fourteen feet (14') is the minimum drive aisle width behind 60 degree angled parking. The additional drive aisle space may be used for pedestrian walkways between the parking spaces.

TECHNICAL STANDARDS – PARKING:

11. Do not paint the curb face yellow. If an area is designated a no parking area, install no parking signs.
12. Remove the note on Sheet C101, which states "Curb to be painted Traffic Yellow, Typ."
13. The site plan shows a "Mass Transit Vehicle Route" on sheet C101. Please provide more information on this feature.
14. The front of the building appears to have a Drop off/pick up area. If the applicant is using this area for customer drop off or package pickup, please use pavement markings to separate this area from the standard two-way drive aisle. [\[Sec.18-553 CofW LDC\]](#)
15. The sidewalk at the south side of the building appears to have a sidewalk that is less than 4' wide, please verify the width of this sidewalk. If the sidewalk has a wheelchair ramp, please show it the plan.
16. Portions of the proposed development do not appear to be in compliance with the 500'/800' rule pertaining to the maximum length of a private drive/parking lot. The rear parking lot does not meet this requirement. A variance will be required for exceeding this distance. [\[Chapter VII , C \(4\), pg 7-15 to 7-16 CofWTSSM\]](#)

TECHNICAL STANDARDS – Barrier Free Design:

17. Verify slopes and grades from the handicap ramp/ crosswalk at the entrance to Driveway 2 to the building. Ensure the slope does not exceed ADA requirements for 5% slope and 2% cross slope for this ADA route.

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.