

**To:** Richard Collier, McKim & Creed  
**From:** Brian Chambers, Senior Planner; 910.342.2782  
**CC:** File;  
**Date:** 7/13/2022  
**Re:** Center Point TRC Rev 4

---

The following is a list of comments for review from planning regarding the project. Please provide your corrections as listed below. A staff summary of comments:

Staff	Department	Notes
Brian Chambers	Planning, Plan Review	Comments below
Eric Seidel	Engineering	Comments attached
Chris Walker	Fire	No further comments
Mitesh Baxi	Traffic Engineering	Comments attached
Bill McDow	Transportation	Comments attached

#### Planning Review

Brian Chambers, [brian.chambers@wilmingtonnc.gov](mailto:brian.chambers@wilmingtonnc.gov), 910.342.2782

#### Comments:

- Include plaza rendering with final plan set.
- Provide building heights for parking decks, please include in table on CS-100A.
- Provide number of stories and square-feet per floor for all buildings. Please include with site data with site plan (e.g. CS-100).
- For the EDN, table of points claimed was not included.

Project Name: Centerpoint  
Response Date: 07/13/2022  
Reviewer: Eric Seidel, PE  
Department: Engineering – Plan Review Section

**Plans:**

1. Show 50' Vegetative Buffer Setback, from Top of Bank, on Sheets CS-102 & CM-102.
2. An access easement is required from the public right-of-way to proposed 20' public drainage easement. Schedule a meeting with Engineering to assure easement is appropriately located prior to next submittal.
3. CS-100: Update Site Data Table Impervious Surface to match stormwater application.
4. CG-100 / CG-102: Remove grading within 63" Live Oak tree save.
5. Forward Stream Culvert Head/End Wall & Arch Culvert structural drawings to Engineering once received.
6. It looks as though Parking Deck A & Retail Building L will encroach into the 50' vegetative setback. Assure sheet CM-102 provides the availability for all roof drainage to be captured and taken to SCM#3. Additional labeling for the contractor is recommended.
7. CM-104: Add Note: "Contractor shall assure positive drainage is provided, along Calypso drive right-of-way line, for SCM #7 & 8 outfall".
8. CS-504 – Pervious Paver Detail: Calculations show all pervious paver sections to have 12" washed stone base depth. Clearly identify on cross section details.
9. CN-501 – CN-511: Weir Plate details do not look to have been provided for SCM #'s 3, 5, 7, 8, 9, & 10.
10. CN-501 – CN-511: Assure # of Cartridges in Storm System Table & Details match Contech worksheets within the calculations package. Provide worksheet for SCM#2.
11. CN-503: Weir detail on CN-503 for SCM2 labels an "*imaginary 2.12" orifice to model stormfilter*"? Is an orifice drilled into the weir plate or is it only proposed to help with routing calculations? Please clarify where the orifices are located for each SCM or if it is merely a place holder for routing the stormfilters. Consider removing orifice size from plans (SCM Stormfilter Tables) if only used for calculations.
12. CG-002 (DA-2): Update pipe layer to reflect current stormwater network.

13. CG-004 (DA-4): Please consider adding this sheet to the construction set. Without this sheet it is difficult to determine underdrain locations for specific pervious paver areas.

**Application / Calculations:**

14. IV. Project Information Line Item 8 & 13: Show Pervious Pavement and Pervious Sidewalks as, #### / 0. For example (total area / adjusted area w credit applied) 30,842 / 0.

15. Update Stormfilter Supplements to match Contech Worksheets and Plans.

16. Provide Pervious Paver DEQ Supplements and O&M Agreement. This could have been included with a previous submittal; however, I am having trouble locating it.

17. Provide calculations used to size arched culvert.

- Callout the names of all the proposed streets on all plan sheets.

**TECHNICAL STANDARDS:**

1. Callout the Access numbering on plans as per TIA.
2. City's 20'x70' sight distance triangle shall be applied and called out on the site as well as landscape plans for the driveway intersecting streets. [Sec.18-529(c) (3) CofW LDC] [Sec. 18-812 CofW LDC]. [Sec. 18-667 Figure 18-667 CofW Updated LDC: Vision clearance].
3. City's 20'x70' sight distance triangle is not required at the street intersections. Instead show 46'x46'.
4. Clarify the requirement of 30'x70' sight distance triangle shown on sheet CR-101.
5. Dimension the angle of angled parking spaces on site plan.
6. Angled parking spaces dimensions must meet minimum requirements for parking from City Technical Standard, [Chapter VII, Table 6, page 7-19 CofW TSSM]. 19' minimum is measured from rear to front of stall perpendicularly to curb for 45-degree spaces.
7. Ensure that all the handicap space signs are clear of 2.5' vehicle overhang zone.

**STREET LIGHTING [City of Wilmington Street Lighting Policy]:**

8. A revised layout for the Standard Street lighting on proposed City maintained public ROWs has been provided with this revision. Minimum of 14 (Fourteen) LED50 streetlights are required for this sub-division and roundabout at Calypso Dr/Cavalier Dr. Subject to change based on the study by DEP.
9. Please contact Duke Energy for a photometric analysis of the non-standard streetlights preferred for this sub-division. The photometric for the roundabout shall be based on AASHTO standards.
10. Roundabout streetlighting arrangement shall be in accordance with AASHTO standards. Light poles are recommended to be placed at approximately 10' in advance of the crosswalk.
11. As per City streetlighting policy, Streetlights are required on all the public streets within City limits. Streetlights shall be installed on the street sections of Eastwood Rd and Drysdale Dr Extension abutting this project.
12. Streetlights installed within the public ROW are only to be considered for the reimbursement.
13. Streetlighting layout shall be finalized prior to project release.
14. Streetlights are required to be installed along abutting streets of Eastwood Rd, Drysdale Dr extension and Military Cutoff Rd as a part of this development. Contact Duke Energy to get the plans developed in compliance with AASHTO standards.

**ROUNDAABOUT 1 (Street A/Street B):**

- Contact Rob Gordon, Engineering to see if any possibility of extending the proposed public ROW boundary to include the full section of crosswalks and section of proposed streetlights for the roundabouts.
- 46'x46' are not the relevant sight triangles for roundabouts. Provide stopping sight distance on approach, stopping sight distance on circulatory roadway (across the island), intersection, and to crosswalk on exit with dimensions. Refer AASHTO standards.
- The entry alignment of the roundabout off Street B does not offer sufficient deflection to vehicles traveling. Please revise the entry and exit geometry to allow vehicle to travel at low speed at the entry/exit. Recommending reducing the eastern leg splitter island width, and overall leg width accordingly to achieve the desirable configuration that ensures the entry speed is controlled for the traffic from east. This will also provide appropriate entry path deflection for traffic approaching from east.



- R1-5a yield here to pedestrian sign is not required for crosswalk across Calypso Dr at Street A and Calypso Dr intersection and shall not be installed.
- Crosswalk striping is not required and shall not be installed for driveways off Street A, Street B and Calypso Dr.
- Military Cutoff Rd and Eastwood Rd are NCDOT streets. The street name signs at these intersections shall be installed on the separate stand-alone pole in advance of the stop sign.
- Show and callout skip lines for taper and left turn lane at the eastern leg of roundabout off Street A and Street B.
- There is a proposed one-way ingress driveway off Street B east of roundabout. Strip the arrow showing the direction of the traffic as an additional safety measure.
- The roundabout circulation signage shall be as per MUTCD R6-5P in advance with speed limit sub-plate below that.
- Roundabout Directional Arrow Signs shall be as per MUTCD R6-4.
- Southern leg missing pedestrian crossing/diagonal arrow signage at the roundabout at Calypso Dr/Cavalier Dr.
- Handicap sign detail shall be as per ADA and City standards. [[Detail No.: TE7-01 & TE7-02](#)] [[CofW Sign Specification and Installation Guide](#)]

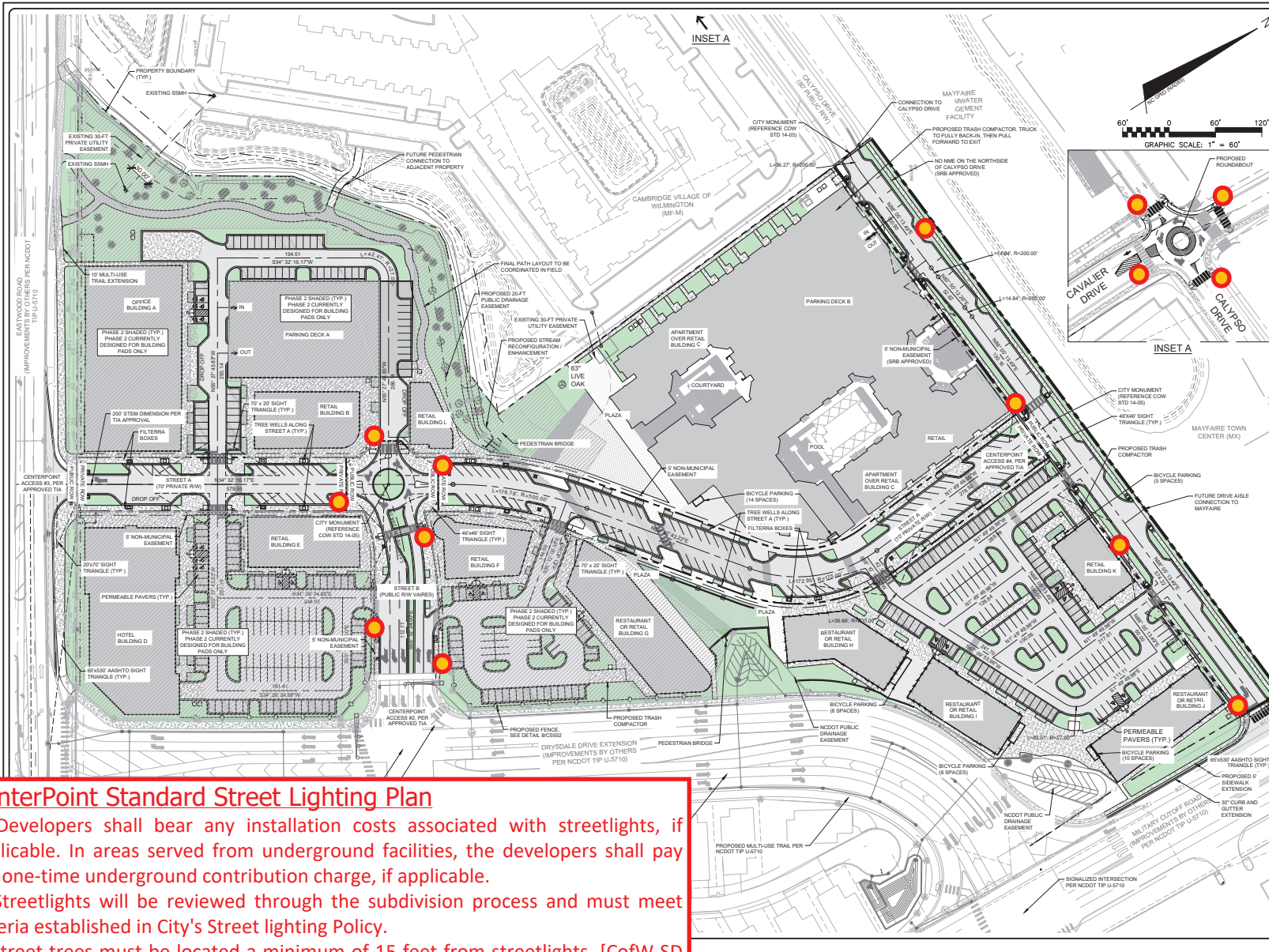
**GENERAL NOTES TO ADD TO THE PLAN:**

- A. The demarcation point of traffic signs must be surveyed prior to installation.
- B. Pavement marking material and thickness shall be verified by City Traffic Signs and markings Manager or supervisor before installing.

**CITY OF WILMINGTON STANDARD NOTES Sheet: G-002.** Remove note 4.

Please let me know if you have any questions or if I can be of further assistance.





SITE DATA TABLE		CenterPoint
PARCEL ADDRESS	1541 EASTWOOD ROAD	
BUILDING SETBACKS	REQUIRED	PROPOSED
FRONT	5-10	5-10
SIDE (REAR)	5	5
SIDE (INTERIOR)	5	5
SIDE (CORNER)	5	5
TAX PARCEL IDENTIFICATION NUMBER	R5600-00-100-000 R5600-00-100-000	
ZONING	UMX (CD)	
CENTERPOINT - ACRESAGE	15.50 ACRES (651,876 SF)	
DRYSDALE DR. - ACRESAGE	3.61 ACRES (157,415 SF)	
TOTAL ACRESAGE SUBJECT TO CHANGE PERIODIC RECEIPT OF FINAL NCDOT (DRYSDALE DRIVE PLANS)		

PROJECT USE DATA		CenterPoint
PROPOSED USE	AREA	MAX HEIGHT
RESTAURANTS AND RETAIL	121,180 SF	SEE CS-100A
OFFICE	102,300 SF	50'
MULTI-FAMILY RESIDENTIAL	360 UNITS	60'
HOTEL	200-KEYS	55'

BUILDING INFORMATION	
RESIDENTIAL - BUILDING CONSTRUCTION TYPE	TYPE I-IV
OFFICE - BUILDING CONSTRUCTION TYPE	TYPE I-IV
RETAIL - BUILDING CONSTRUCTION TYPE	TYPE I-IV
HOTEL - BUILDING CONSTRUCTION TYPE	TYPE I-IV
PARKING DECKS - BUILDING CONSTRUCTION TYPE	TYPE I-IV
BUILDING LOT COVERAGE PERCENTAGE	72.30%
IMPERVIOUS COVER - EXISTING	25,098 SF (0.57 AC)
IMPERVIOUS COVER - PROPOSED	615,700 SF (14.14 AC)
AMOUNT OF DISTURBED AREA	851,876 SF (19.58 AC)

PARKING SUMMARY		SPACES PROVIDED *
SURFACE PARKING A ON STREET SPACES (NON-ADA)		449
DECK 'A'		494
DECK 'W'		400
BICYCLE	450 (SEE CS-100A)	
TRASH COMPACTOR		17
TOTAL		1,360

USE	PARKING MINIMUM	PARKING MAXIMUM
APARTMENTS	None in UMX	2.5 SPACES/UNIT (325)
HOTEL	None in UMX	150% OF MIN. (330)
OFFICE	None in UMX	1 SPACE/200 SF (52)
RETAIL	None in UMX	1 SPACE/200 SF (451)
RESTAURANT	None in UMX	1 SPACE/50 SF (475)
TOTAL	N/A	2,683

\* THERE IS NO PARKING REQUIREMENT PER THE UMX ZONING DISTRICT. THEREFORE ANY CHANGES IN PARKING SHALL BE REVIEWED AND APPROVED ADMINISTRATIVELY.

SURFACE MATERIAL LEGEND		
BUILDING	PERVIOUS PAVERS	
CONCRETE PAVING	PERVIOUS PAVER BANDS	
ASPHALT PAVING	PERMEABLE PATH	
POOL DECK	LANDSCAPED AREAS	

- GENERAL NOTES:**
- PORTIONS OF MILITARY CUTOFF ROAD AND ALL DRYSDALE DRIVE EXTENSION AND EASTWOOD ROAD IMPROVEMENTS ARE TO BE COMPLETED BY OTHERS (NCDOT TIP U5-10); INFORMATION SHOWN WITHIN THE RIGHT-OF-WAY AREAS OF EASTWOOD ROAD AND DRYSDALE DRIVE EXTENSION ARE ILLUSTRATED BASED ON PLANS PROVIDED BY MICHAEL BASS, NCDOT, ON 2-26-2020 VIA EMAIL. SUBJECT TO CHANGE AS FINAL PLANS ARE DEVELOPED BY NCDOT.
  - LOCATION OF MULTI-USE TRAIL IS DETERMINED BY MILITARY CUTOFF ROAD, EASTWOOD ROAD, AND DRYSDALE DRIVE EXTENSION IMPROVEMENTS (NCDOT TIP U4-10).
  - CURB RETURN RADIUS ARE THE FOLLOWING:
    - 35 FT RADIUS FOR MAJOR THROUGHFARE CONNECTIONS
    - 25 FT RADIUS FOR INTERNAL STREET CONNECTIONS
    - 15 FT RADIUS FOR PARKING LOT ISLANDS NOT ADJACENT TO EMERGENCY VEHICLE TRAVEL WAYS
  - PLAN IN COMPLIANCE WITH 5070B07 REQUIREMENT. CITY OF WILMINGTON VARIANCE REQUEST LETTER APPROVED ON 09/01/2020.
  - FIRE HYDRANTS TO BE INSTALLED PER CITY OF WILMINGTON ORDINANCE AND CPFAA STANDARDS.
  - ALL PROPOSED VEGETATION WITHIN SIGHT TRIANGLES SHALL NOT INTERFERE WITH CLEAR VISUAL SIGHT LINES FROM 30' TO 50'.
  - STREET LIGHTS TO BE INSTALLED AS PER CITY OF WILMINGTON STREET LIGHTING POLICY.
  - STANDARD STREET LIGHTING LAYOUT WILL BE PROVIDED FOR THE PROPOSED PUBLIC STREETS ONCE A DETAILED SITE PLAN IS PREPARED FOR REVIEW.
  - STREET TREES TO BE LOCATED A MINIMUM OF 15 FEET FROM STREET LIGHTS.
  - 811 TO BE CONTACTED PRIOR TO CITY OF WILMINGTON REGARDING UTILITIES IN RIGHT OF WAY.
  - PLACEMENT OF DEPRESSED CURBS AND RAMPS IN CONFORMANCE WITH ADA REQUIREMENTS WILL BE DETERMINED AT TIME OF DETAILED SITE PLAN REVIEW.

**CenterPoint Standard Street Lighting Plan**

- Developers shall bear any installation costs associated with streetlights, if applicable. In areas served from underground facilities, the developers shall pay the one-time underground contribution charge, if applicable.
- Streetlights will be reviewed through the subdivision process and must meet criteria established in City's Street lighting Policy.
- Street trees must be located a minimum of 15 feet from streetlights. [CofW SD 15-17]
- All the streetlight shall be installed within City maintained public ROW but outside NCDOT ROW for City to take over or reimburse.

● Proposed locations of required 14 LED 50.  
Locations may vary as per the field survey by DEP.

07/07/2022

29461  
x: (810)251-8282

**CENTERPOINT PARTNERS OF WILMINGTON, LLC**  
320 BROAD STREET, SUITE 600  
CHARLESTON, SC 29401

**CENTERPOINT EASTWOOD ROAD**  
TOWNSHIP OF WILMINGTON, NEW HANOVER COUNTY, NORTH CAROLINA

**OVERALL SITE PLAN**

DATE	04/29/2021	SCALE	
DATE PROJ #	01421-0010	HORIZONTAL	1"=60'
DRAWN	CEMASH	VERTICAL	NA
DESIGNED	CEM		
CHECKED	HCBE		
PROJ MGR	HCBE		

STATUS: FINAL DESIGN  
NOT FOR CONSTRUCTION

REVISIONS	CS-100
NO.	12
DESCRIPTION	
BY	
DATE	

**PROJECT NAME: CENTER POINT TRC PLAN**

**PRE-TRC DATE: 07.12.2022**

**REVIEWER NAME: Bill McDow**

**REVIEWER DEPARTMENT/DIVISION: PDT/ Transportation Planning**

---

**TECHNICAL STANDARDS – NEW ROADS:**

1. On Sheet CS-103, the proposed right turn lane at the intersection of Calypso Drive and Military Cutoff Road, does not show the correct full storage, taper, and deceleration length, (i.e., by the starting the taper and deceleration length at the start of the taper lane, not the middle of the taper lane). Sheet CR-101 shows the correct full storage, taper, and deceleration lengths. Please revise.
2. The site plan and roadway plan for Drysdale Drive Extension, do not show the location and mast arms for each approach. Please revise.
3. No Further Comments.