



Certified Action of the City of Raleigh Planning Commission

City of Raleigh
Development Plans Review Center
One Exchange Plaza
Raleigh, NC 27601
(919) 516-2626
www.raleighnc.gov

Case File / Name: SP-31-10 / WakeMed Medical Office Building

General Location: West side of Sunnybrook Road south of the New Bern Avenue intersection

Owner: WakeMed Property Services
Designer: Mulkey Engineers and Consultants

CAC: East

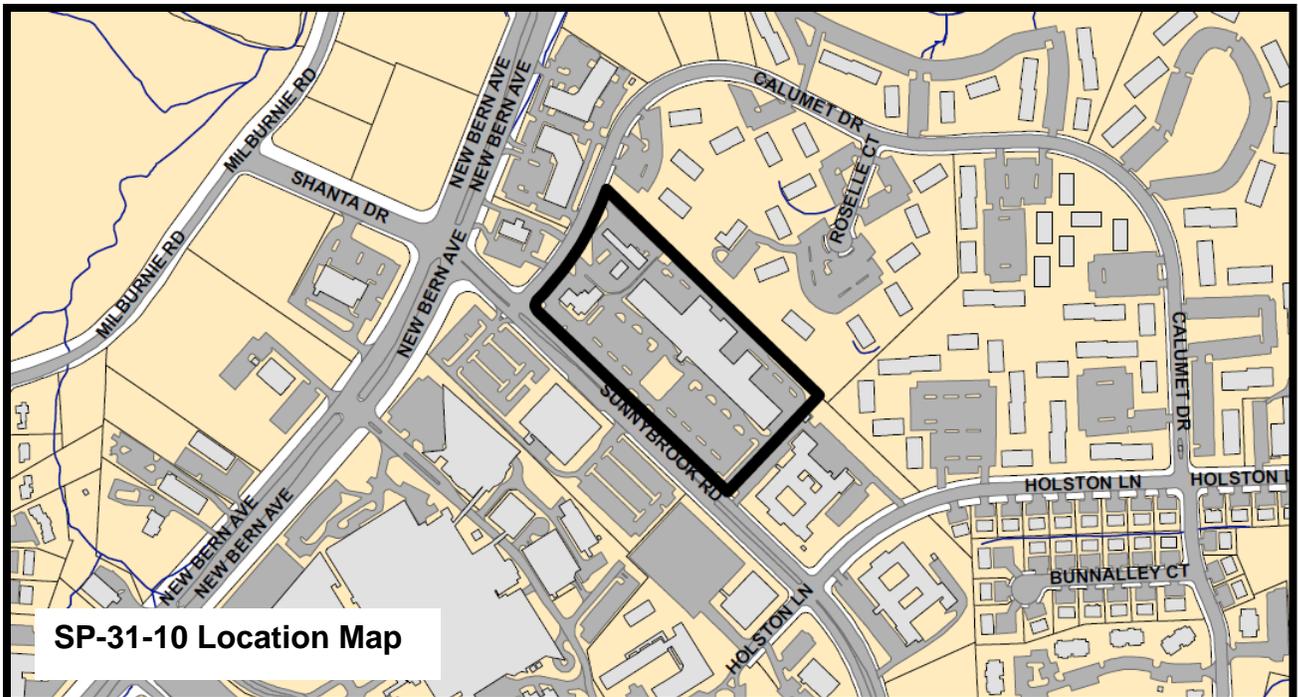
Nature of Case: Construction of a four-story, 110,000 square foot medical office building and a three-story, 43,200 square foot medical office building on a 7.83 acre site zoned Shopping Center District.

Key Issues: The Public Works Department is requesting two transit easements on this site: one on Calumet Drive and one on Sunnybrook Road. The applicant agrees to only dedicate one of the two easements (on Sunnybrook Road).

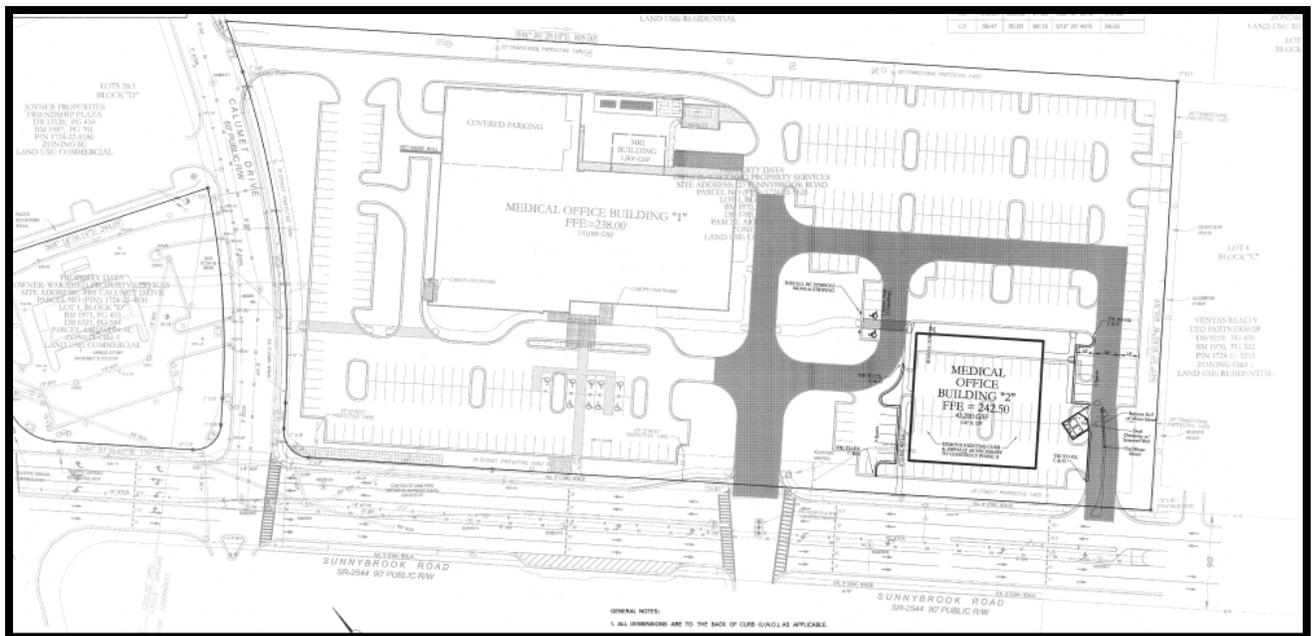
Conformance with the eight site plan approval standards of Code Section 10-2132.2(d) - particularly standard number 2 that the plan be in accordance with Comprehensive Plan standards. Key policies for evaluation are:

- Policy LU 2.2 - Compact Development
- Policy LU 5.1 - Reinforcing the Urban Pattern
- Policy LU 7.6 - Pedestrian Friendly Development
- Policy T 4.8 - Bus Waiting Areas

Contact: Chris Flythe, Mulkey Engineering



SP-31-10 – Site Plan



SUBJECT: SP-31-10 / WakeMed Medical Office Building

**CROSS-
REFERENCE:** N/A

LOCATION: This site is located on the west side of Sunnybrook Road, south of its intersection with New Bern Avenue, inside the City Limits.

REQUEST: This request is to approve an 110,000 square foot medical office building and 43,200 square foot medical office buildings on a 7.83 acre site, zoned Shopping Center District. There are two existing buildings on site that will be demolished. This is an office use greater than 25,000 square feet within 400' of a residential use.

OFFICIAL ACTION: Approval with conditions

**CONDITIONS OF
APPROVAL:** As noted on the Staff Report, attached

FINDINGS: The Planning Commission finds that, with the following conditions of approval being met, this request conforms to Chapter 2, Part 10, Sections 10-2041 and 10-2132.2, Chapter 3, Part 10, Sections 10-3001-3059. This approval is based on a preliminary plan dated 11/23/10, owned by WakeMed Property Services, submitted by Mulkey Engineers and Consultants.

**ADDITIONAL
NOTES:** There are no additional notes for this plan.

**VARIANCES /
ALTERNATES:** N/A

To PC: January 25, 2011

Case History: N/A

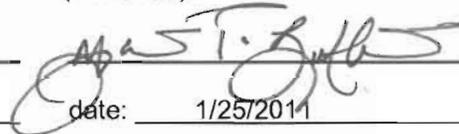
Staff Coordinator: Meade Bradshaw

Motion: Smith
Second: Haq
In Favor: Butler, Batchelor, Bartholomew, Harris Edmisten, Fleming, Haq, Mattox,
Schuster, Smith, Sterling Lewis
Opposed:
Excused:

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the Staff Report attached.

Signatures: (Planning Dir.)

(PC Chair)



date: 1/25/2011

date: 1/25/2011



Staff Report

**RECOMMENDED
ACTION:** Approval with Conditions

**CONDITIONS OF
APPROVAL:** Planning Commission Actions:

- (1) That a 15x40 foot transit easement located on Sunnybrook Road be approved by the Transit Planner in the Public Works Transportation Department, be recorded prior to building permit issuance, be shown on all maps for recording, and that a transit easement deed approved by the City Attorney is recorded with the local County Register of Deeds. That the recorded copy of this transit easement deed be provided to the Planning Department within 14 days of authorization for recording and prior to building permit issuance. If a recorded copy of this easement is not provided to the Planning Department within the 14 day period, further plat recording and building permit authorization may be withheld;
- (2) That as agreed upon by the applicant, a bus shelter be constructed on Sunnybrook Road with the Planning Director overseeing the process and design approved by the Transit Planner in the Public Works Department;
- (3) That the Planning Commission finds that this request, with the conditions of approval being met, conforms to the standards of approval contained in code section 10-2132.2(d);

Prior to approval of construction drawings for public improvements:

- (4) That City Council approval a major encroachment for the private drainage system crossing Calumet Drive public right-of-way. Council encroachment approval is required prior to construction drawing approval or Grading Permit approval, whichever comes first;

Prior to issuance of building permits in the Inspections Department:

- (5) That all sight triangles and sight easements on the preliminary plan be placed on all plats for recording stating: "Within the sight triangles shown on this plan, no obstruction between 2 feet and 8 feet in height above the curb line elevation shall be located in whole or part. Obstructions include but are not limited to any berm, foliage, fence, wall, sign, parked vehicle or other object";
- (6) That NC DOT approval of construction drawings be obtained as it relates to median installation on Sunnybrook Road signage and traffic control plans owing to the closure of a the ability of a left turn from Calumet Drive onto southbound Sunnybrook Road;

- (7) That a grant of cross-access to the property to the south owned by Ventas Realty LTD Partnership and described in DB 09219 PG 0439 be recorded in accordance with the City code and in the local County Register of Deeds office, and that a recorded copy of this cross access easement be returned to the Planning Department within 14-days of recording. If a copy of this recorded cross access easement is not provided to the Planning Department within the 14 day period, further plat recordings and building permits authorization may be withheld;
- (8) That 0'-10' from the centerline of Sunnybrook Road be dedicated to the City of Raleigh and a copy of the recorded plat be provided to the Site Review Specialist in the Inspections Department at permit review;
- (9) That in accordance with Code Section 10-2082.14(g) a payment in the amount of \$9,145 as an alternate means of compliance for tree conservation as approved by the Forestry Specialist, be paid to the Forestry Specialist in the Planning Department;
- (10) That construction drawing for public and private streets shown on this plan is required and must be approved by the Public Works Department. In addition a security for the cost of public improvements must be paid in the Public Works Department in accordance with City standards prior to building permit issuance; and
- (11) That a demolition permit is issued by the Inspections Department and this building permit number be shown on all maps for recording.

ZONING:

ZONING DISTRICTS: Shopping Center District.

SETBACKS / HEIGHT: This plan conforms to all minimum setback standards. Front yard = Building 1 – 150', Building 2 - 30'; rear yard = Building 1 – 48', Building 2 - 253'; front / rear aggregate = Building 1 – 198', Building 2 - 283'; side yard = Building 1 – 134' and 407', Building 2 - 110' and 572'; side yard aggregate = Building 1 – 541'; Building 2 – 682'. This plan conforms to maximum height standards in this zoning district. Proposed height of the building 1 – 57' and building 2 – 43'.

PARKING: Off-street parking conforms to minimum requirements: 330 spaces required, based on 6 parking spaces per doctor. 331 spaces are provided.

LANDSCAPING: Street yard landscaping in conformity with Section 10-2082.5 is shown. Vehicular surface area landscaping in conformity with Section 10-2082.6 is shown. This is a low impact use under Section 10-2082.9. Transitional protective yards are shown in compliance with City standards in the following locations:

<u>Location</u>	<u>Yard type required</u>	<u>Width proposed</u>
Southern property line	Type C	20'
Eastern property line	Type C	20'

The landscape plan was modified in accordance with the suggestions of the Appearance Commission.

**TREE
CONSERVATION:**

This site was developed prior to the tree conservation ordinance and only three trees exist on-site which typically would be preserved in accordance with Code Section 10-2082.14. However, due to impacts on the critical root zones on these trees this plan shows conformance with Code Section 10-2082.14(g) through payment of an alternate means of compliance.

**DEVELOPMENT
INTENSITY:**

There is not any floor area ratio or building lot coverage maximums in the Shopping Center District.

PHASING:

There are two phases in this development. Phase I is the construction of the 110,000 square foot building, 2-story parking deck and parking lot. Phase II is the construction of the 43,200 square foot medical building that will be constructed at a later date.

**UNITY OF
DEVELOPMENT:**

Not applicable

**COMPREHENSIVE
PLAN:**

GREENWAY:

There is no greenway on this site.

**THOROUGHFARE
/ COLLECTOR
PLAN:**

Dedication of right-of-way and construction of the following streets are required by the Thoroughfare and Collector Street Plan:

Street	ROW	Construct	Slope Esmt.
Sunnybrook Road	0 – 10 feet	N/A	N/A*

Additional right-of-way to be dedicated is reimbursable under the facility fees program. The right-of-way dedication on Sunnybrook Road encompasses 145 feet of frontage south of the intersection with Calumet Drive and within 400 feet of New Bern Avenue.

Sunnybrook Road currently has a median, but there is a gap which allows left turns onto Calumet Drive/ left turn southbound on Sunnybrook Road from Calumet Drive. The plans are to extend the median preventing a left turn on Calumet Drive traveling southbound on Sunnybrook Road.

*The slope easement will not be required as the shoulder constructed with this plan will be graded to tie to the proposed future lane widening adjacent to the proposed right-of-way.

TRANSIT: The following transit-oriented features of this site are incorporated into the proposed plan: 15'x20' transit easement on Sunnybrook Road. City staff has requested an additional transit easement on Calumet Drive, but the applicant is not willing to dedicate the transit easement. The transit easement is being required for the following reasons:

- There is an existing Capital Area Transit stop on Calumet Drive.
- Provide a safer alternative to wait for a bus with Calumet being a less traveled road than Sunnybrook Road.
- With the property being over 7 acres in size, it would provide convenience for employees entering and exiting the rear portion of the building.
- Possibility of Capital Area Transit having two bus routes in the area in the future. One bus route to primarily serve the Wake Medical Center and travel only on major roads, it would use the easement dedication on Sunnybrook Road. The other route would be a neighborhood circulator style route serving the area around the Wake Medical Center and the neighborhoods, possibly connecting them to the Poole Road area, and New Hope Commons, it would use the easement dedicated on Calumet.

URBAN FORM: This site is located in the East Citizen Advisory Council. The following Comprehensive Plan policies apply to this site plan's evaluation.

Policy LU 2.2—Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

Policy LU 2.5—Healthy Communities

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

Policy LU 4.5—Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Policy LU 5.1—Reinforcing the Urban Pattern

New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

Policy LU 7.6—Pedestrian Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

Policy T 4.8—Bus Waiting Areas

Developments subject to Planning Commission review and located within existing and planned bus transit corridors should coordinate with Capital Area Transit to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate.

Policy UD 1.2—Architectural Features

Quality architecture should anchor and define the public realm. Elements of quality architecture include architectural accents and features conducive to pedestrian scale and usage, such as a distinct base, middle, and top (for high-rise buildings); vertical and horizontal articulation; rooflines that highlight entrances; primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor; and corner buildings with defining landmark features.

Policy UD 1.3—Creating Attractive Facades

Well-designed building facades, storefront windows, and attractive signage and lighting should be used to create visual interest. Monolithic or box-like facades should be avoided to promote the human quality of the street.

Policy UD 3.8—Screening of Unsightly Uses

The visibility of trash storage, loading, and truck parking areas from the street, sidewalk, building entrances and corridors should be minimized. These services should not be located adjacent to residential units and useable open space.

Of the nine applicable policies staff does not believe the following four are met with this proposal and that Planning Commission should evaluate these issues:

- Policy LU 2.2 - Compact Development
- Policy LU 5.1 - Reinforcing the Urban Pattern
- Policy LU 7.6 - Pedestrian Friendly Development
- Policy T 4.8 - Bus Waiting Areas

HISTORIC / DISTRICTS:

This site is not located in or adjacent to a designated Historic District.

APPEARANCE COMMISSION:

The Appearance Commission has made the following comments on this preliminary plan. Shown below are comments and applicant responses:

Comment	Response
1. Within the transitional protective yard along the site’s northeast property line, adjacent to the existing multi-family housing, substitute shade trees of tall mature heights/ spreads for the tree varieties indicated.	Scarlet Oaks will be installed 10’ at the time of planting instead of the code requirement 8’.
2. Break up the long expanse of parking spaces at the site’s northeast corner--and effectively add to the transitional protective yard--by adding integrated tree planting islands along the curb line.	Islands were added with Southern Red Oaks installed
3. At the dumpster enclosure near the southeast corner of the site, given the space available and the enclosure’s proximity to Sunnybrook Road, substitute	Nellie Stevens Holly were added around the dumpster installed 8’ at the time of planting

Cryptomeria or other larger evergreen species for the hollies indicated.	
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**SUBDIVISION
STANDARDS:**

BLOCK LAYOUT: The proposed street layout conforms to City Code, providing for efficient circulation of traffic within the entire neighborhood area. The maximum block length in this development meets the 1500-foot standard as noted in the Streets, Sidewalks and Driveway Access Handbook. No dead end street in this development exceeds 800 feet in length.

PUBLIC UTILITIES: City water and sewer services are available. The developer is responsible for installation of all lines necessary to provide service to this site.

SOLID WASTE: Individual lot service to be provided by private contractor.

CIRCULATION: Proposed street improvements shall conform to normal City construction standards. An offer of cross-access is shown to the property to the adjacent south owned by Ventas Realty LTD Partnership and described in DB 09219 PG 0439.

PEDESTRIAN: Sidewalks exist on Sunnybrook Road and Calumet Drive. Private sidewalks connect the building to both sidewalks along Sunnybrook Road and Calumet drive.

FLOOD HAZARD: There are no flood hazard areas on this site.

**STORMWATER
MANAGEMENT:**

This site is subject to stormwater management nitrogen reduction and stormwater runoff control requirements of Part 10 Chapter 9. Due to a net decrease of 0.86 acres impervious areas (existing 6.73 acres, proposed 5.87 acres) no nitrogen reduction BMP is required and no run off controls are required by Code Section 10-2091(6). The stormwater runoff control is also exempt under code section 10-9023(b) (1). The increase in peak stormwater runoff between pre-development and post-development condition for the two-year and ten-year storms is 10% or less at each point of discharge.

**WETLANDS
/ RIPARIAN
BUFFERS:**

No wetland areas or Neuse River riparian buffers are required on this site.

**OTHER
REGULATIONS:**

Developer shall meet all City requirements, including underground utility service (§10-3059), flood protection measures (Part 10, Chapter 4), and the soil erosion ordinance (Part 10, Chapter 5), unless specifically varied by this approval.