



# 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-25-09 / Wake Tech Health Sciences Building 2 and off-site Parking Deck

**Owner:** Wake County Technical College  
**Designer:** Kimley-Horn and Associates

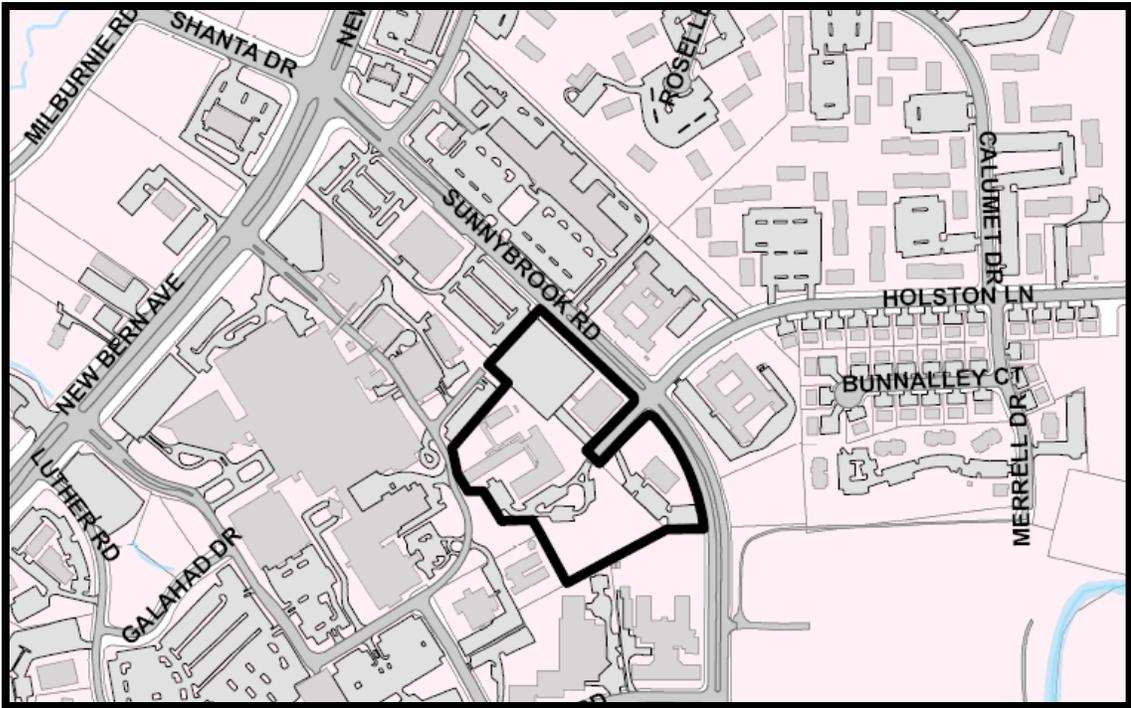
**General Location:** On the West side of Sunnybrook Road, south of it's intersection with New Bern Avenue, inside the City limits.

**Planning District / CAC:** Southeast / East Raleigh

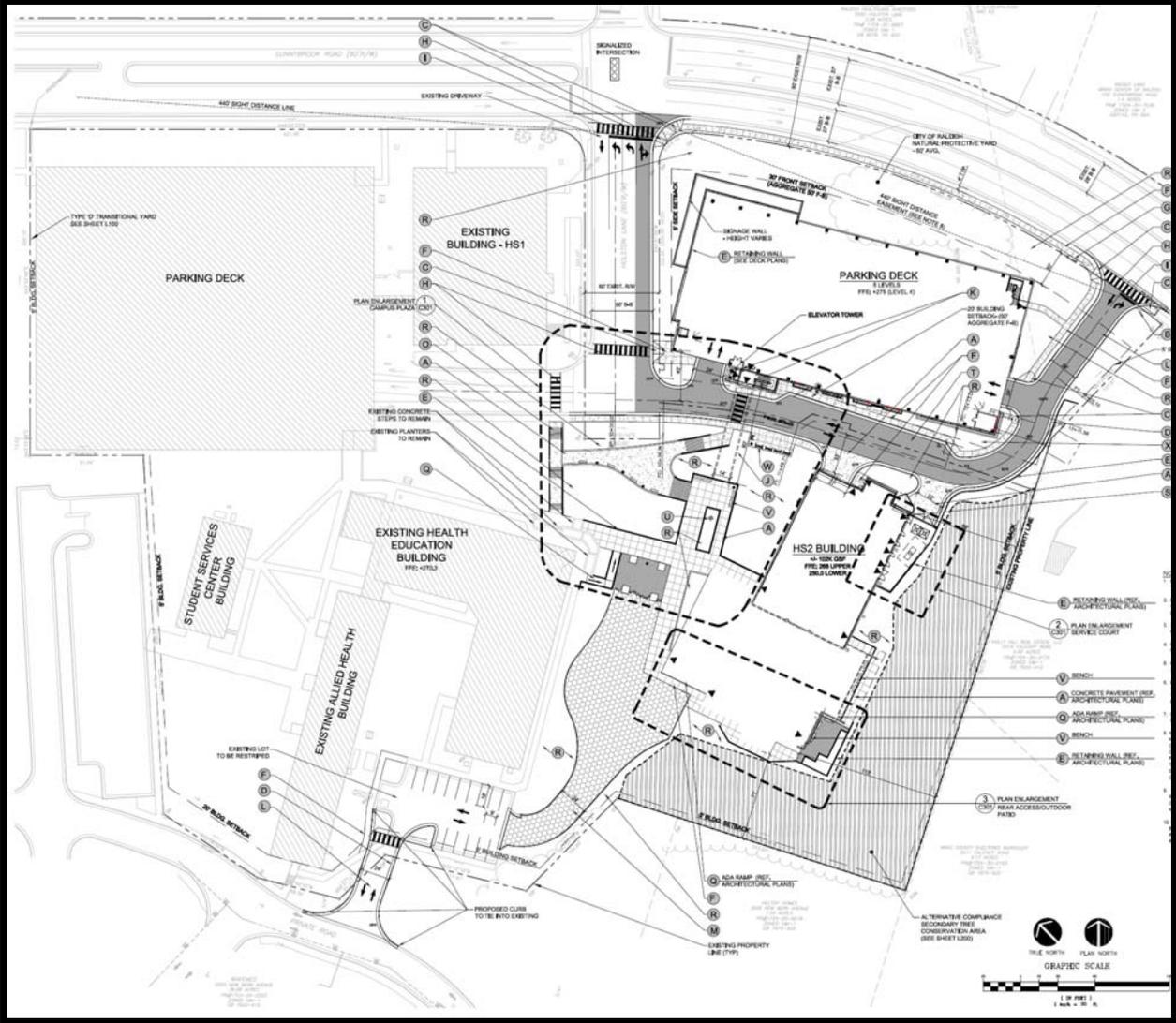
**Nature of Case:** A 53' height, five level, parking deck containing 518 parking spaces and a 59,536 square foot academic building. The parking deck is on a 1.37 acre parcel separate from the proposed academic building, zoned Office & Institutional-1. This parcel has an existing academic building on site that will be demolished. The Wake Tech Health and Sciences Building is on the 7.77 acre Wake Technical College Campus, zoned Office & Institutional-1. This site is located within 400 feet of a residential use or zone.

**Key Issues:** This proposal is requesting a variance from Chapter 3 section 3.6 of the **Streets, Sidewalks and Driveway Access Handbook** – the requirement of a connective street every 1500 feet – pursuant to Code section 10-3004.

The applicant is requesting an alternate means of compliance from providing the required Type D transitional protective yard along the northern property line.



**SP-25-09 / Wake Tech Health Sciences Building 2 – Location Map**



SP-25-09 Wake Tech Health Sciences Building 2 – Site Plan

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**SUBJECT:** SP-25-09 / Wake Tech Health Sciences Building 2

**CROSS-REFERENCE:** A-78-09 and A-88-09

**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:** A 53' height, five level, parking deck containing 518 parking spaces and a 59,536 square foot academic building. The parking deck is on a 1.37 acre parcel separate from the proposed academic building, zoned Office & Institutional-1. This parcel has an existing building on site that will be demolished. The Wake Tech Health and Sciences Building is on the 7.77 acre Wake Technical College Campus, zoned Office & Institutional-1. This site is located within 400 feet of a residential use or zone.

The Board of Adjustment granted these project two variances:

- A 13 foot variance from maximum building height for the parking deck was granted by not requiring additional setback in width for each foot over 40' the parking deck exceeded 40' in the office & Institutional-1 zoning district.
- A 20.5' foot variance from maximum building height for the parking deck was granted by not requiring additional setback in width for each foot over 40' the parking deck exceeded 40' in the office & Institutional-1 zoning district.

An alternate means of compliance is being requested for a 6' closed wooden fence and planting 1 shade tree every 20 feet and planting a row of evergreen shrubs spaced 5' on center.

The applicant requests a variance from Chapter 3 Section 3.6 of the **Streets, Sidewalks, and Driveway Access Handbook** pursuant to Code Section 10-3004.

Staff does not support this variance request.

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**OFFICIAL ACTION:** Approval with conditions

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

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**FINDINGS:** The Planning Commission finds that, with the conditions of approval below, being met, this request conforms to Chapter 2, Part 10, Sections 10-2035, 10-2132.2, and does conform to Chapter 3, Part 10, Sections 10-3001-3059. This approval is based on a preliminary plan dated 11/12/09, owned by Wake Technical Community College, submitted by Kimley-Horn and Associates.

**ADDITIONAL  
NOTES:**

This plan was submitted prior to the November 1, 2009 adoption of the updated Comprehensive Plan and was reviewed in accordance with Comprehensive Plan guidelines effective at the time of submittal. As submitted to the Planning Commission staff objected to the proposed variance for a connective street requirement south of Holston Lane and recommended the plan be denied. However, the Planning Commission found that the proposed plan warrants approval of a variance.

**VARIANCES /  
ALTERNATES:**

On September 14, 2009 the Board of Adjustment, A-78-09, granted for the parking deck a 13 foot variance in the maximum building height allowance per Code Section 10-2076 which stipulates that buildings with Office and Institution-1 zoning districts can exceed a height of 40 feet, but must provide one additional foot in setback for every foot in height the building exceeds 40'. The approval allows the parking deck to be constructed with a height of 53' without providing additional setbacks along the front side or rear yards.

On November 9, 2009 the Board of Adjustment, A-88-09, granted for the academic building a 20.5' foot variance in the maximum building height allowance per Code Section 10-2076 which stipulates that buildings with Office and Institution-1 zoning districts can exceed a height of 40 feet, but must provide one additional foot in setback for every foot in height the building exceeds 40'. The approval allows the building to be constructed with a height of 60.5' without providing additional setbacks along the front side or rear yards.

The proposal is a 35% expansion requiring a 7 foot wide type D transitional protective yard is required. An alternate means of compliance of a five foot wide planting strip, construction of 6' closed wooden fence, planting 1 shade tree every 20 feet and planting a row of evergreen shrubs spaced 5' on center.

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**To PC:** December 9, 2009  
**Case History:** N/A

**Staff Coordinator:** Meade Bradshaw

**Motion:** Bartholomew  
**Second:** Anderson  
**In Favor:** Anderson, Bartholomew, Butler, Chambliss, Haq, Harris Edmisten, Mullins, Smith, Sterling, Vance

**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: 12/11/09



date: 12/11/09



## Staff Report

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**RECOMMENDED  
ACTION:** Approval with conditions

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

- (1) That pursuant to section 10-2082.4 the Planning Commission approves as an alternate means of compliance the construction of a 6' closed fence made of compatible material as the principal building on site, planting 1 shade tree every 20 feet and plating a row of evergreen shrubs spaced 5' on center instead of planting a 7' in width Type D transitional protective yard;
- (2) That the Planning Commission pursuant to 10-3004 approves a variance from Chapter 3 Section 3.6 of the **Streets, Sidewalks, and Driveway Access Handbook** and approves the site plan without a connective street extension south from Holston Lane. The Commission finds that the requested connective street would not be ADA compliant and would stub into a property that currently does not provide a connection to the Wake Medical Center ring road;
- (3) That a revised site plan be submitted which shows incorporation of a north-south pedestrian and bicycle connection through the site to the adjacent Medical Center;

Administrative Actions:

***Prior to issuance of a land disturbing permit for the site:***

- (1) That prior to the issuance of a grading permit, the final tree conservation plan must be approved by the Forestry Specialist in the Inspections Department. The plan must show metes and bounds descriptions of all tree conservation areas, and tree protection fence around all tree conservation areas. Tree protection fence must be located in the field and inspected by the Inspections Department. A copy of the approved plan is placed on file in the Planning Department;
- (2) That prior to the issuance of a grading permit, the Forestry Specialist in the Inspections Department identifies which trees located within the sight triangles are to be removed in the 50' thoroughfare yard along Sunnybrook Road. A copy of the approved plan is placed on file in the Planning Department;

***Prior to issuance of building permits in the Inspections Department:***

- (3) That a grant of cross access to the property to the east (parking deck) owned by Wake Technical Community College and described in DB 10091 PG 1341 and the property owned by Wake County described in DB 02524 PG 0387 be recorded with 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;
- (4) That a grant of cross access to the property to the west (Wake medical Center) owned by Wake Medical Center and described in DB 07922 PG 0412 and the property owned by Wake Technical College described in DB 02524 PG 0387 be recorded with 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
- (5) That a cross-parking easement between DB 10091 PG 1341 and DB 02524 PG 0387 are recorded in accordance with Raleigh City Code and are returned to the Planning Department within 14- days of recording. If a copy of the recorded documents are not returned within 14-days, further plat recording will be withheld and no building permits will be issued on any lot;
- (6) That a recombination map be approved as shown in the preliminary site plan;
- (7) That a demolition permit be issued by the Inspections Department for the parking deck parcel (DB 10091 PG 1341) and this permit number be shown on all maps for recording;
- (8) That a final detailed landscape plan showing street yards in accordance with the Development Review Committee's comments that new plantings be installed at 3.5" caliper be submitted/stamped and approved by the Site Review Specialist in the Inspection Department and a stamped approved copy is placed on file in the Planning Department;
- (9) That in accordance with condition of approval number 1 above, the final site plan shall show a detailed plan for the 6' closed fence/wall to be constructed with materials compatible to the principal building in accordance with standards of code section 10-2082.9(g)(2);
- (10) That building elevations for the parking deck meet the recommendations from the Development Review Committee;
- (11) That construction plans for public improvements be approved by the Public Works Department;
- (12) That a tree conservation map be recorded with metes and bound showing the designated Tree Conservation Areas in compliance with Code section 10-2082.14;

- (13) That a security in the amount of 1.5 times the cost of utility, roadway and signal improvements (phasing and orientation of light) will be provided to the City Raleigh until the improvements are complete and accepted by the City of Raleigh;
- (14) That 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. All street trees falling within the sight triangles shown on this plan shall be limbed-up between 2 feet and 8 feet in height above the curb line elevation;
- (15) That the final site plan be revised to show incorporation of a north-south pedestrian and bicycle connection through the site to the adjacent Medical Center per condition of approval number 3 above.

**ZONING:**

**ZONING DISTRICTS:** Office & Institutional-1

**SETBACKS / HEIGHT:** This plan does not conform to standard minimum setback and height standards. The height of the parking deck is 53' and the health science building is 60.5'.

The Board of Adjustment, A-78-09, granted a 13' height variance on the parking deck 9-14-09 which negated the requirement for increased setbacks

The Board of Adjustment, A-88-09, granted a 20.5' height variance on the academic building 11-9-09 which negated the requirement for increased setbacks

**PARKING:** Off-street parking conforms to minimum requirements: 273 spaces required, based on 1 parking space per 3 students at peak enrollment at any one time.(Maximum enrollment is currently 819 students) 1,267 spaces are provided. Wake Technical Community College has an existing parking deck on-site which provides 733 parking spaces. There is an existing parking lot to the rear of the Wake Tech site that has an existing 16 parking spaces that will remain. The proposed parking deck of 518 spaces is located on a separate parcel situated less than 400 feet from the Wake Technical College Campus. This is an off-site parking location requiring both property owners to create a shared parking agreement.

**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 medium impact use under Section 10-2082.9. An alternate means of compliance under section 10-2082.4 is being requested to meet the transitional protective yards requirements of 10-2082.9 are shown in the following locations:

<u>Location</u>	<u>Yard type required</u>	<u>Width proposed</u>
Northern Property Line	Alternate Means of Compliance	5'

The proposed development is a 35% building expansion requiring a 7' Type D transitional protective yard with 4 trees and 26 shrubs planted every 100 linear feet. The location of this transitional protective yard is required along the northern property line where the existing parking deck is adjacent to an office, a low impact use. The current width between the parking deck and the property line of the adjacent office use is 5 feet. Due to this existing constraint, the applicant is seeking an alternate means of compliance by constructing a 6' wooden closed fence and planting one tree 2" caliper every 20 linear feet and evergreen shrubs planted five feet on center 175' in length along the portion where the campus is adjacent to the office use.

The staff opposes this alternate. The wooden fence is not compatible with the masonry building material of the new academic building. Section 10-2082.4 requires the alternate material to be equivalent to the Code required material. Analogues Code section 10-2082.9(g)(2) requires fence materials to be compatible to the building materials of the academic building.

**TREE  
 CONSERVATION:**

Total site: 8.7 acres. Parcel A (Wake Tech Campus): 7.77 acres.  
 Parcel B (Parking Deck): 1.725 acres.

Parcel A: 0.78 acres (10%) tree conservation provided in total as Alternate Compliance Secondary Tree Conservation Area—65' Perimeter Yard along the east boundary, and along the eastern end of the southern boundary.

Parcel B: Is non-residential, less than two acres in size, and has a wooded area adjacent to Sunnybrook Rd. The developer has provided an average 50'-wide *natural protective yard* pursuant to Code section 10-2132.2(c)(1)j. to preserve the trees along Sunnybrook Rd. A small number of trees within the *natural protective yard* are within the sight triangle along Sunnybrook Rd. These trees will be identified by the City Forestry Specialist and Transportation Engineer and are to be removed by the developer from the *natural protective yard* to meet the sight distance requirements.

**DEVELOPMENT  
 INTENSITY:**

Schools and parking decks are not subject to building lot coverage or floor area ratio requirements in the Office & Institutional-1 zoning district.

**PHASING:**

There is one phase in this project.

**UNITY OF  
 DEVELOPMENT:**

N/A

**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:

<b>Street</b>	<b>ROW</b>	<b>Construct</b>	<b>Slope Esmt.</b>
Holston Lane	N/A	12' turn lane	N/A
Sunnybrook Lane	N/A	5' sidewalk	N/A

A security in the amount of 1.5 times the cost of utility, roadway and signal improvements will be provided to the City Raleigh until the improvements are complete and accepted by the City of Raleigh per City of Raleigh standard procedure 100-26. City Code Section 10-3013(C)(2)(b) requires security for these improvements.

**TRANSIT:** A transit easement is not needed on this site.

**URBAN FORM:** This site is located in the East Planning District within the Wake Medical Center Small Area Plan. The small area plan designates this site as being appropriate for office and institutional uses. This plan was submitted after November 1<sup>st</sup>; therefore the 2030 Comprehensive Plan does not apply to this project.

**HISTORIC / DISTRICTS:** The existing building is not a designated Historic Structure. 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:

<b>Comment</b>	<b>Response</b>
1. Plant larger trees in the streetyard along Sunnybrook Road than are currently provided; each should be 3½ inch caliper minimum.	The 4 trees installed to meet code requirements will be installed at 3.5" caliper.
2. The Development Review Committee recommends that the designers explore methods for integrating the proposed screen system on the parking deck in a less random patter; e.g., reconfigure panels to be smaller and more uniform in size, group them more intensively, integrate them more into the vertical lines of the building, and/or arrange and employ them as a trellis system for climbing/ vining plants. Consider providing greater visual prominence to the terra cotta elements at the deck's Sunnybrook Road/ Holston Lane corner.	The renderings show the panels on the parking deck to be smaller in size, grouped closer together, and are more uniform in size

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**SUBDIVISION  
STANDARDS:**

**BLOCK LAYOUT:** The proposed street layout does not conform to City Code section 10-3041 and 10-2032.2(a) and the proposed site plan does not provide for efficient circulation of traffic within the entire neighborhood area. The site plan does not meet the 1500' standard as noted in the **Streets, Sidewalks, and Driveway Access Handbook**. The applicant is seeking a variance from Chapter 3 Section 3.6 of the **Streets, Sidewalks, and Driveway Access Handbook** pursuant to Code Section 10-3004. Staff opposes the granting of this variance. See, attached letter. There are no topographic or other existing physical conditions that would cause an unusual hardship on the developer.

**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:** This plan does not affect the schools current waste removal service. Removal will be in accordance with the solid waste manual.

**CIRCULATION:** Proposed street improvements on Holston Lane include: (1)an additional outbound lane to provide dual left turns at the signalized intersection onto Sunnybrook Road and (2) An internal drive from Holston Lane between the west side of the parking deck and the east side of the health science building, then providing a connection to Sunnybrook Road on the parking deck's south side.

All other road improvements shall conform to normal City construction standards. City staff recommends a connection on this site that would connect Sunnybrook Road/Holston Lane stub street to the Wake Medical Hospital ring road network. This would be in conformance with meeting the City's standard, Chapter 3 Section 3.6 in the **Street, Sidewalks, and Driveway Access Handbook**. The specific points in conflict are:

- The roadway layout of the proposed development is not in conformity with a plan for the most advantageous development of the entire community;
- The plan fails to provide a connective street based on the City's 1,500-foot grid requirements; and,
- The plan fails to extend an existing platted public street to an adjacent property.

The proposed layout does not provide an off-site connection from the parking lot on the rear of the Wake Technical College campus to the ring road around the Wake Medical Center. Vehicular access cannot be provided from the Wake Technical College campus to this parking lot on the rear portion of the site. Under the proposed site plan, access to this parking lot would be provided from New Bern Avenue or Swinburne Street via Falstaff Road. Currently there exists on the site drive connections between Holston Lane stud and the ring road network of Wake Medical Center.

- PEDESTRIAN:** Proposed sidewalk locations conform to City regulations. A sidewalk exists on the northern side of Holston lane which currently meets the requirement of the previously adopted 2010 Comprehensive Plan. A sidewalk is required along Sunnybrook Road (parking deck parcel). Sidewalks from both the school and parking deck connect to the existing Wake Tech Campus and the public sidewalk along Sunnybrook Road.
- FLOOD HAZARD:** There are no flood hazard areas on this site.
- STORMWATER MANAGEMENT:** This site is not subject to stormwater management of Part 10 Chapter 9; activities are funded, in whole or in part, by the state of North Carolina or the United States. [code section 10-9003(b) and 10-9002 (a)]
- 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.



*City of Raleigh*  
*North Carolina*

December 2, 2009

**MEMORANDUM**

TO: Mitchell Silver  
Planning Director

FROM: Eric J. Lamb, PE  
Manager, Transportation Services Division

SUBJECT: Recommendation of Denial for SP-25-09

After reviewing the proposed site plan for the Wake Tech Health Sciences Project (SP-25-09), the Public Works Department is recommending denial of the plan as currently proposed. The principal point of conflict regarding the plan is the lack of interconnectivity that the plan fosters relative to the surrounding development.

There is currently a public right-of-way street stub that penetrates into the property. This street, Holston Lane, was conceptually approved for closure in 1989 in conjunction with the approval of PA-15-89 (Wake Medical Health Education Building), however no official street closure was ever finalized and Holston Lane remains an open, publicly-maintained street. This new site plan proposal would require an additional street closure approval by the City Council, which is contrary to the current goals of the City with respect to interconnectivity. This plan is in conflict with Section 3.6 of the Streets, Sidewalks, & Driveway Access Handbook, portions of which are included in Attachment A. The specific points of conflict are:

- 1) The roadway layout of the proposed development is not in conformity with a plan for the most advantageous development of the entire community;
- 2) The plan fails to provide a connective street based on the City's 1,500-foot grid requirements; and,
- 3) The plan fails to extend an existing platted public street to an adjacent property.

Holston Lane has the ability to be extended in a southwesterly fashion, which would provide access to the WakeMed campus and their internal street system. It could also be extended in the future in conjunction with additional development at WakeMed to connect directly to Swinburne Road, which is also a public street. This street connection

would be consistent with anticipated future development in this area along the east side of Sunnybrook Road. It would also improve traffic circulation associated with the current operation of WakeMed by providing another point of access to the thoroughfare street system at an existing signalized intersection.

Regarding interconnectivity, the extension of Holston Lane would meet the City's current interconnectivity policy of a 1,500-foot street grid. Without the extension of Holston Lane, the distance between connective streets along this portion of the west side of Sunnybrook Road would be over 2,500 feet. There are no insurmountable physical barriers preventing the extension of Holston Lane that would allow an exemption under Section 3.6 of the SSDA Handbook. There is a vertical differential in grade of 15 feet between the existing portion of Holston Lane and the WakeMed ring road. In looking at functional designs for the potential grade of a public street, it appears it could be accomplished while meeting the City's minimum requirements for vertical design.

There are several points of objection by the applicant relative to the street extension requirement. Wake Tech wishes to establish a campus environment for their development with a commons area located in the path of the street extension. The applicant feels that their function as a community college campus is contrary to the needs of the street extension. They are also opposed to the bisection of the property and the requisite subdivision required to provide a public street connection, as they wish to keep the campus whole and contiguous. Wake Tech is also opposed to dealing with the cost of constructing a public street extension, as there would be no reimbursements by the City associated with this extension. While these objections have merit, the site plan fails to address the context of the site with the surrounding development pattern. It does not provide any circulation or relationship with the hospital, nor does it provide for the community's needs with respect to vehicular, pedestrian, bicycle, or transit circulation.

If you have additional questions about this item, please advise.

Cc: Carl R. Dawson, PE - Public Works Director

### **3.6 ROADWAY LAYOUT**

The roadway layout of any development should be in conformity with a plan for the most advantageous development of the entire community. Public streets shall be constructed to the boundary lines of the development submitted for approval when required to provide for efficient circulation of traffic within the community.

Each side of a commercial street located within a Community or Neighborhood Focus Area as designated by the Comprehensive Plan, or a collector, residential or minor residential street shall be intersected by at least one connective street within every fifteen hundred (1,500) -foot length of the street. The fifteen hundred-foot length shall be measured from the origination point, if established, of the collector, commercial, residential or minor residential street. If an intersection is located to interrupt a dominant traffic flow along two (2) or more streets, then both streets are included in the calculation of the fifteen hundred-foot length.

A development may be approved which contains a street(s) which does not meet the above layout or creates a violation of this layout if:

- 1) Existing surrounding development prevents extending a street to any adjoining developments to meet this regulation; or,
- 2) The adjoining existing street pattern or a planned "stub" street provides for an appropriate intersecting street beyond the fifteen hundred-foot point, that would provide equivalent benefits as an intersecting street within fifteen hundred (1,500) feet; or,
- 3) Severe topography or other physical features warrant making a connection of an intersecting street at another location either inside or outside the development to provide equivalent benefits as an intersecting street within a distance of fifteen hundred (1,500) feet, and this other alternate specific location is provided for at the time the development making the request for an alternate location is approved.

Existing adjoining public streets, public platted streets, and publicly planned streets shall be continued and extended as public streets as part of the development. Streets that are not to be extended shall be terminated in a cul-de-sac in conformance with Section 4.2 of this manual.



Kimley-Horn  
and Associates, Inc.

*Memorandum*

■  
Suite 600  
333 Fayetteville Street  
Raleigh, North Carolina  
27601

To: Meade Bradshaw, City of Raleigh Planning Department

From: Richard C. Adams, P.E.

Date:

Subject: Wake Technical Community College Health Sciences Campus  
Expansion (SP-25-09)

Per your request, this memorandum is to document the reason that the expansion of the Wake Technical Community College Health Sciences Campus cannot meet the 1,500' grid policy detailed in Section 3.6 (Roadway Layout) of the Streets, Sidewalks, and Driveway Access Handbook.

While we understand the general principle of connectivity and its value to the traveling public, the application of this policy in this particular scenario is problematic for the following reasons:

- The application of this policy would place a street open to public travel through the middle of a small campus where high school and college students will be traversing throughout the day
- A street through the campus at this location would eliminate the only public pedestrian-only space planned for the campus, and also eliminate the ADA accessible route between the existing Health Education Building and the proposed Health Sciences II classroom building and adjoining parking deck
- A street cannot be constructed through the campus to public street standards and meet setback requirements from both existing and proposed classroom buildings
- A street through this location would provide direct access to a signal at Sunnybrook road for thousands of WakeMed parking spaces; regardless of the nature of the street itself (public or private), significant through volumes would be anticipated on the campus



Kimley-Horn  
and Associates, Inc.

- No street extension is shown for this location on the Arterials, Thoroughfares, & Collector Streets map of the Comprehensive Plan, nor was one shown on the prior plan
- In April of 1989, City Council voted to require Wake Tech to effect an abandonment of the portion of Holston Lane west of Sunnybrook Road, expressing a clear intent that the road was not planned for future extension
- Based on the two above bullets, we do not believe a property owner could be expected to anticipate requirement of a road extension through their site
- Other locations along Sunnybrook Road, without the inherent pedestrian conflicts of a college campus, can be considered for an equivalent connection to meet this requirement

In summary, while we understand the guiding principles of connectivity behind Section 3.6 of the Streets, Sidewalks and Driveway Access Handbook, we do not believe that the application of the 1,500' street grid policy is appropriate for this campus.