



## Certified Action of the City of Raleigh Planning Commission

City of Raleigh  
Development Plans Review Center  
One Exchange Plaza  
Raleigh, NC 27601  
(919) 996-2626  
www.raleighnc.gov

**Case File / Name:** SP-37-13 / Sunnybrook Road Apartments Phase II

**General Location:** Located on the east side of Sunnybrook Road between Falstaff Road and Poole Road.

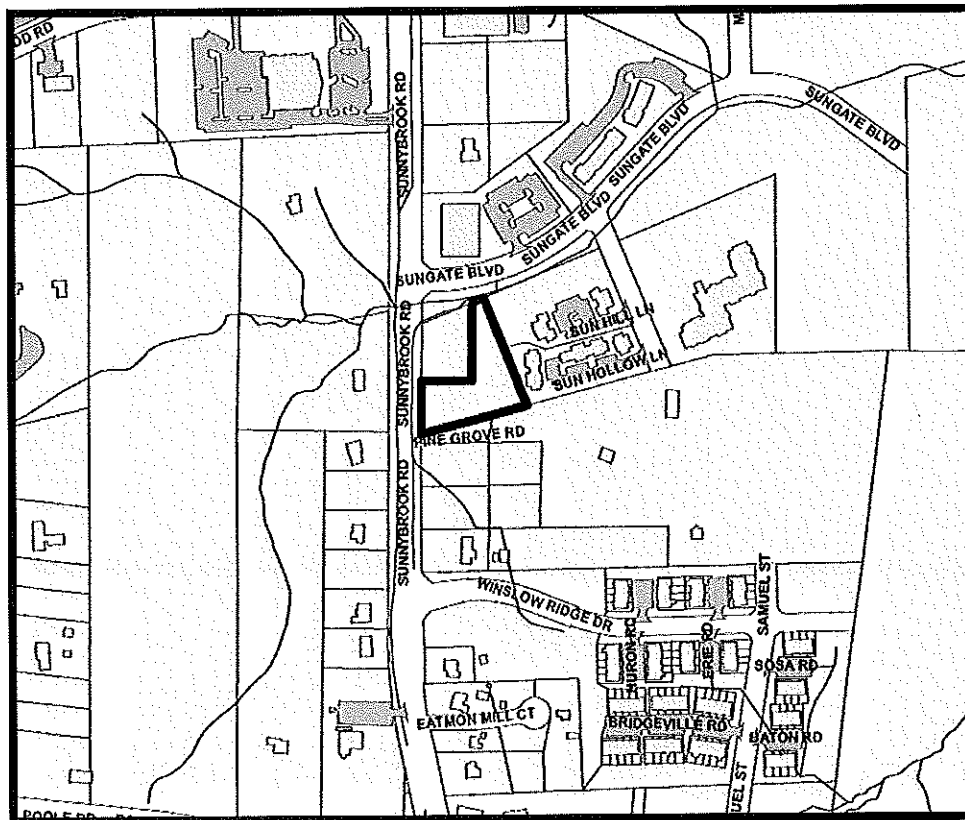
**Owner:** Community Alternatives for Supportive Abodes  
**Designer:** Spaulding & Norris, P.A.

**CAC:** East and Southeast

**Nature of Case:** The construction of a ten unit apartment building on a 1.13 acre site zoned Office & Institutional-1 and Residential-20 CUD. Planning Commission approval is required because this is a multifamily development in a residential zoning district on a parcel less than 2 acres in size. This plan was submitted prior to September 1, 2013.

**Key Issues:** As presented, staff finds that this plan conforms to Code standards and adopted land use policies.

**Contact:** Brian Duncan, Spaulding & Norris, P.A.



SP-37-13 Location Map



**SUBJECT:** SP-37-13 / Sunnybrook Road Apartments Phase II

**CROSS-REFERENCE:** Z-16-04 & S-7-12

**LOCATION:** This site is located on the east side of Sunnybrook Road, north of its intersection with Poole Road, inside the City Limits.

**PIN:** 1723377571

**REQUEST:** This request is to approve a 10-unit multifamily apartment building on a 1.13 acre site, zoned Office & Institutional-1 and Residential-20 CUD. Planning Commission is required because this is a multifamily development in a residential zoning district on a parcel less than 2 acres in size.

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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 following conditions of approval being met, this request conforms to Chapter 2, Part 10, Sections, 10-2023, 10-2035, 10-2132.2 and 10-2107 Chapter 3, Part 10, Sections 10-3001-3059. This approval is based on a preliminary plan dated 10-11-13, owned by Community Alternatives for Supportive Abodes, submitted by Spaulding & Norris PA.

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**ADDITIONAL NOTES:** This plan was submitted prior to September 1, 2013 and is not subject to the Unified Development Ordinance.

**VARIANCES / ALTERNATES:** N/A

**To PC:** November 12, 2013  
**Case History:** N/A  
**Staff Coordinator:** Meade Bradshaw

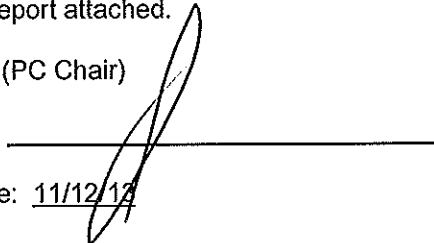
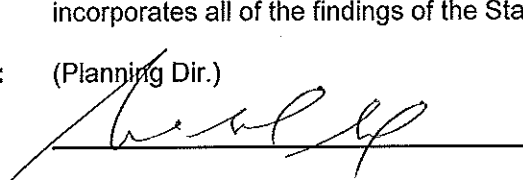
**Motion:** Buxton  
**Second:** Braun  
**In Favor:** Braun, Buxton, Fluhrer, Lyle, Mattox, Schuster. Sterling Lewis, Swink and Terando  
**Opposed:** xxxxx  
**Excused:** xxxxx

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: 11/12/13

date: 11/12/13



## Staff Report

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**RECOMMENDED  
ACTION:** Approval with Conditions

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

(1) That the Planning Commission finds that site plan for this development meets the standards of 10-2132.2 (d);

Administrative Actions:

*Prior to issuance of building permits:*

(2) That a street name application form is filed and approved by the City of Raleigh GIS Department; and

(3) That all conditions from S-7-12 and Z-16-04 are met.

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ZONING:

**ZONING  
DISTRICTS:** Office & Institutional-1 and Residential 20 CUD, Ordinance (2004) 603ZC549; effective 4/20/04.

Z-16-04 – Sunnybrook Road – east side, being Wake County PIN 1723377404, 1723377623, 1723473716, and 1723470544. Approximately 1.84 acres rezoned to Office and Institution-1 Conditional Use.

Conditions dated: (3/30/04)

1. Reimbursement for required right-of-way dedication along Sunnybrook Road shall remain consistent with the R-6 value.
2. Upon development of the site and established by the Site Plan or Subdivision Plan, a Transit Easement (15 LF wide by 20 LF long, along the right-of-way) adjacent to the Sunnybrook Road right-of-way shall be dedicated to the City of Raleigh for use as a bus stop and shelter for future transit services to the area. Prior to development, the Transit Division requests review and approval of the easement location.
3. Vehicular access to the site from Sunnybrook Road shall be limited to a maximum of one curb cut, with or without a landscaped median and will be shared with the adjacent property to the south (Ref. DB 2006, PG 548).
4. If the subject site is developed prior to Site Plan approval or development of the adjacent property to the south, a temporary access to Sunnybrook Road may be provided until such time as a shared access to Sunnybrook Road is constructed. Once the shared access is constructed the temporary access shall be removed and the natural protective yard re-vegetated.

5. A Natural Protective Yard, parallel to the Sunnybrook Road right-of-way, with an average width of 50 LF, with a minimum width of 25 LF and a maximum width of 100 LF, shall be provided.
6. A 10 LF wide Transitional Protective Yard, parallel to the eastern property line (REF. DB 10637, PG 708), shall remain undisturbed with the exception of the installation of a driveway access to the adjacent residential zoning district for interconnectivity, if necessary. If a driveway access is needed, it will be specified on the Site/Subdivision Plan and subject to approval.
7. A 20 LF wide Transitional Protective Yard, parallel to the southern property line (Ref. DB 2006, PG 548), shall remain undisturbed with the exception of a driveway connection to the future, shared access to the Sunnybrook Road. (Ref. condition 3 above).
8. Post-development stormwater discharge will not exceed Pre-development stormwater discharge for both the 2-YR and 10-YR storms.
9. All office buildings shall be residential character design. The building shall utilize a minimum of two different building materials such as brick, stone, textured block, vinyl siding, wood siding, a composite siding, a minimum of two colors, a minimum 3:12 roof pitch, and no less than 15% nor more than 60% of any building side shall be devoted to window openings. Architectural elements shall include the use of quoins, pilasters, soldier courses, friezes, cornices, or details.
10. The maximum height of the building shall be limited to 35 feet, which may accommodate parking at the ground level, below two floors of office area. The building height and parking configuration will be specified on the Site Plan and subject to approval.
11. The building shall be situated on the site to prevent parking between the building and the Sunnybrook Road right-of-way, such that all parking areas are either to the side and rear of the building or below the office floors.
12. Any light fixtures within 20 LF of Transitional Protective Yards adjacent to residentially zoned properties be no more than 18 LF in height and shielded from the residential properties.

**SETBACKS /  
HEIGHT:**

This plan conforms to all minimum setback standards. Front yard = 145', rear yard = 20', front / rear aggregate = 165', side yard = 5' & 20', side yard aggregate = 25'. This plan conforms to maximum height standards in this zoning district. Proposed height of the building is 28'

**PARKING:**

Off-street parking conforms to minimum requirements: 15 spaces required, based on 1.5 parking spaces per 1 bedroom. 14 spaces are provided. A reduction of 1 off-street parking space for corrugated cardboard is being utilized. The space utilizing the corrugated cardboard is 154 square feet / 150 = 1.

**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 Medium Density Residential 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	undisturbed	20' *
Eastern Property Line	undisturbed	10' **

\*Z-16-04(7) requires a 20' undisturbed transitional protective yard along the southern property line.

\*\*Z-16-04(6) requires a 10' undisturbed transitional protective yard along the eastern property line.

**TREE CONSERVATION:** Tree conservation is not required per Code Section 10-2082.14(a) because this is a residential development less than two acres in size.

**DEVELOPMENT INTENSITY:** Proposed floor area ratio (FAR) of 0.14 and lot coverage of 0.05 conform to the maximum zoning district standards of 0.75 FAR and 5% lot coverage. The proposed density is 11.3 units per acre. The majority of the site is zoned Office & Institutional-1 and only a very small portion of the building lies within the Residential-20 zoned portion of the site.

**PHASING:** There is only one phase in development.

**UNITY OF DEVELOPMENT:** Unity of development and sign criteria are not required in this development.

**COMPREHENSIVE PLAN:**

**GREENWAY:** A greenway easement exists on this site recorded in BM2006 PG1771. No development occurs in the greenway easement.

**THOROUGHFARE / COLLECTOR PLAN:** Sufficient right-of-way and road improvements exist along Sunnybrook Road.

**TRANSIT:** A 15' x 20' easement was recorded in BM2012 PG 840.

**COMPREHENSIVE  
PLAN:**

This site is located in the East and Southeast Citizen Advisory Council, in an area designated as Moderate Density Residential (6-14 units per acre). The following Comp Plan Policies apply:

- Policy LU 2.2 – Compact Development
- Policy LU2.5 – Healthy Communities
- Policy LU 4.5 - Connectivity
- Policy LU 5.1 - Reinforcing the Urban Pattern
- Policy LU 8.9 - Open Space in New Development
- Policy T 5.10 - Building Orientation
- Policy UD 1.2 – Architectural Features

**HISTORIC /  
DISTRICTS:**

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

**APPEARANCE  
COMMISSION:**

No comments

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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. Z-16-04(4) requires a cross access easement (recorded BM2012 PG 840) from Sunnybrook Road to the southern property line.

**PEDESTRIAN:**

A sidewalk currently exists along the eastern side of Sunnybrook Road. Private sidewalks connect the front doors of the apartment units to the public sidewalk on Sunnybrook Road.

**FLOOD HAZARD:**

There are no flood hazard areas on this site.

**STORMWATER  
MANAGEMENT:**

This site is subject to stormwater management controls in accordance with Chapter 9 of Part 10 of the Raleigh City Code. Proposed stormwater control measures are shown in accordance with the Raleigh Stormwater Control and Watercourse Buffer Manual. A shared Stormwater dry pond has been constructed on-site, in accordance with the approval of S-7-12. The as-built certification for the dry pond was approved on 10/17/13.



**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.

## 8 Site Plan Standards – Sunnybrook Apartments Phase 2

Sunnybrook Apartments Phase 2 is, as the name implies, the second and final phase of a 2-building development. Phase 1 was completed in July 2013. Phase 2 is an extension of the existing retaining wall, parking lot, sidewalk and building pad. The building will be identical to Phase 1.

- 1) The site plan protects the public from unsafe or inefficient vehicular circulation, parking, and loading/unloading operations.

The site plan calls for a single parking lot with center drive and parking on either side. This is safe and efficient. It is an extension of the existing parking lot which was just built. Both Phase 1 and Phase 2 buildings are deed-restricted to serve homeless veterans, very few of whom have cars, so the parking lots will be largely unused. There are no loading/unloading operations involved day-to-day as this is a residential apartment building.

- 2) The site plan is in accordance with the general plans for the physical development of the City as embodied in the Comprehensive Plan, Redevelopment Plans, Streetscape Plans, manuals, handbooks or other *City Council* - adopted plans and standards.

This site plan meets the requirements of the City of Raleigh's Comprehensive Plan and other plans.

- 3) The site plan contains adequate measures to protect the development and other properties, including public corridors and facilities, from adverse effects expected from the proposed development or expansions to the existing development.

As a small, residential rental development, this property will create no adverse effects on other properties. To specifically address the applicable areas of concern: stormwater will be managed onsite through a sharing agreement with the Phase 1 detention pond; site lighting will be adequate for safety and security but will not be disruptive to neighboring properties; off-street parking is provided in abundance at the property.

- 4) The site plan contains adequate measures to mitigate the impact of the development on nearby residential neighborhoods from incompatible characteristics.

The site and building design are similar to nearby residential development. Many are small-scale garden apartments, a few are single-family homes. As a two and three story building, this development fits that pattern. The architectural design and landscaping are typical of the area. The amount of impervious surface, mainly parking lot, is the minimum required. The placement of buildings and vehicular surface areas for Phase 2 is identical to Phase 1, and is largely dictated by the sloping topography and the existing driveway.

- 5) The site plan coordinates with existing and planned public facilities.

The site plan utilizes existing stormwater drainage structures and public utilities. Existing public facilities such as transit stops, schools, recreation facilities will not be overly burdened by this small development of just ten units serving primarily single adults.

- 6) The site plan provides for a unified development within the site and with adjoining properties when such properties are either: a. Under similar ownership as the site, b. Are being developed in a coordinated manner with the site, or, c. The site shares a common relationship with surrounding properties, where establishing similar architectural elements, landscaping, shared access street connectivity or signage will promote good order, convenience and safety.

This site plan is the second of a 2-phase development with the same owner, architect, and civil engineering team. Several features provide for a unified development within the site including the

use of the same building, extension of existing driveway, parking, and landscaping plans, extension of existing retaining wall, and cooperative use of one single stormwater detention pond.

7) The site plan complies with all street, sidewalk, open space, drainage, greenway, transit, utility and other public facility dedication and improvement requirements of Part 10, chapter 3 and applicable conditional use zoning ordinances.

The site plan meets all requirements for public facility dedication and improvement.

8) The site plan conforms to previously approved subdivision plans for the site. The site plan meets all applicable Code requirements, and if there are conflicts between Code provisions the more restrictive shall be met.

The site plan conforms to all requirements of subdivision S-7-2012. The plan also meets all Code requirements that apply.