



Certified Action of the City of Raleigh Planning Commission

City of Raleigh
Development Plans Review Center
One Exchange Plaza
Raleigh, NC 27601
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Case File / Name: SP-55-14 / 3515 Glenwood

General Location: Located on Glenwood Avenue, between Interstate 440 and Glen Eden Drive, inside the city limits.

Owner: Triple Crown Properties
Designer: Piedmont Land Design

CAC: Glenwood

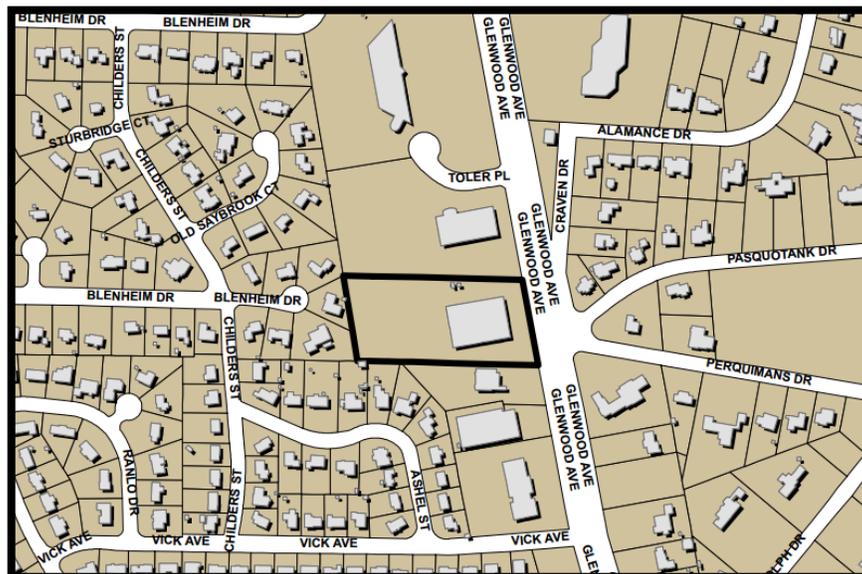
Nature of Case: The construction of a 3-story, 72,963 square foot office building with a drive-thru automatic teller machine. There is an existing 33,884 square foot office building on-site that will be demolished. A telecommunication tower exists on-site and will remain on-site with this proposal. The site is 4.2 acres in size, zoned Office & Institutional-1 and Conservation Management District.

This is a resubmittal of a site plan on this property which was previously acted upon by the Planning Commission and subsequently withdrawn (case SP-14-14). Revisions made to this project with resubmittal are the proposed construction of a bus shelter within the transit easement and enhancing the façade on the east elevation fronting Glenwood Avenue.

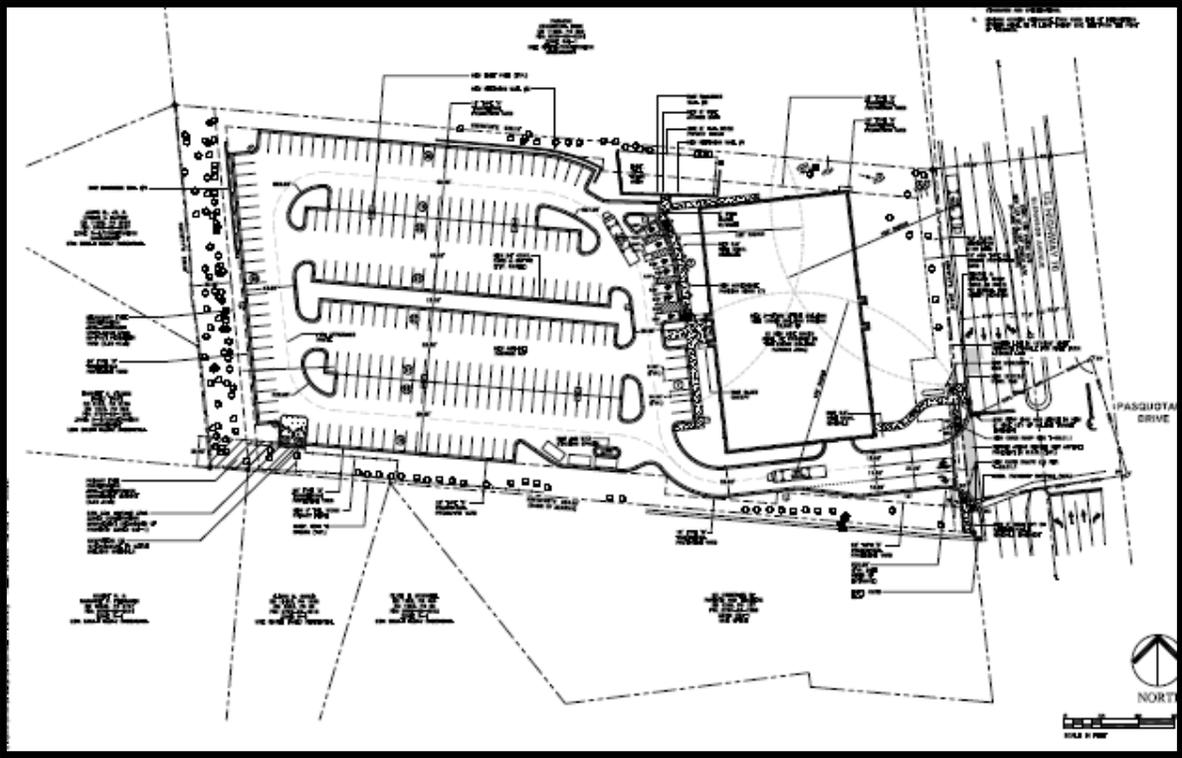
Key Issues: Requested alternate means of compliance per Code Section 10-2082.4 for a five foot width reduction for the southern transitional protective yard.

Design Adjustment: One Design Adjustment has been approved by the Public Works Director for this project, per UDO Article 8.3 Blocks, Lots, Access, Section 8.3.1(4) for block perimeter requirements.

Administrative Alternate: N/A



SP-55-14 3515 Glenwood Office – Location Map



SP-55-14 3515 Glenwood Avenue

SUBJECT: SP-55-14 / 3515 Glenwood Avenue

CROSS-REFERENCE: SP-14-14 / 3515 Glenwood Avenue (withdrawn case)

LOCATION: This site is located on the west side of Glenwood Avenue, north of its intersection with Glen Eden Drive, inside the City Limits.

PIN: 0795855982

REQUEST: This request is to approve a 3-story, 72,963 square foot office building with a drive-thru automatic teller machine on a 4.2 acre site, zoned Office & Institutional-1 and Conservation Management District. No proposed development/improvements will occur in the Conservation Management District. This site is located within 400 feet of a residential use or zone and the building is greater than 70,000 square feet.

The revisions made to this project are the construction of a bus shelter within the transit easement and enhancing the façade on the east elevation fronting Glenwood Avenue.

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 Part 10, Chapter 2, Sections 10-2035 and 10-2132.2, Part 10A (Unified Development Ordinance) Articles 4.2, 8, and 9. This approval is based on a preliminary plan dated 9/24/14, owned by Triple Crown Properties, LLC, submitted by Piedmont Land Design.

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

VARIANCES / ALTERNATES: A Design Adjustment for UDO Article 8.3 Blocks, Lots, Access, Section 8.3.1(4) for Block Perimeter.

An Alternate Means of Compliance is proposed, providing a 25' in width transitional protective yard on the southern side of the site with the construction of a 6' closed, wooden fence, preserving six evergreen trees, planting 4 evergreen trees, and planting forty evergreen shrubs.



Staff Report

RECOMMENDED ACTION: Approval with Conditions

CONDITIONS OF APPROVAL:

Planning Commission Actions:

- (1) That the Planning Commission approve the alternate means of compliance request consistent for the reduced width transitional protective yard on the south side of the site in accordance with Code Section 10-2082.4;
- (2) That the Planning Commission finds that this site plan meets the standards for approval of Code Section 10-2132.2(d);

Administrative Actions:

Prior to approval of a concurrent review of Final Site Review and Infrastructure construction plans, or whichever is applicable:

- (3) That a map of the tree conservation areas with metes and bounds descriptions must be submitted to the City Forestry Specialist. Except for construction drawings, tree protection fence must be set up along the boundaries of all tree conservation areas and an appointment must be made with the City Forestry Specialist to inspect the fence;
- (4) That an application for NCDOT driveway permits be approved by the City of Raleigh and supplied to NCDOT;
- (5) That in accordance with Part 10A Section 9.4.4, a surety equal to of the cost of clearing, grubbing and reseeding a site, shall be paid to the City;
- (6) That the project obtains NCDOT approvals for stormwater connection to NCDOT maintained infrastructure;

Prior to issuance of building permits:

- (7) That a plat of all tree conservation areas must be recorded at the Wake County Register of Deeds office and the book and map reference must be provided to the City Forestry Specialist;
- (8) That 0.5' of right-of-way along Glenwood Avenue be dedicated to the City of Raleigh and a copy of the recorded plat be provided to the City prior to building permit issuance;
- (9) That a 8' width sidewalk easement along Glenwood Avenue, approximately 70 linear feet, is approved by the City Attorney and recorded with the Wake County Register of Deeds. That the recorded copy of this easement be provided to the City prior to building permit issuance;

- (10) That a fee-in-lieu for sidewalk improvements along Glenwood Avenue for approximately 220' is paid in an amount determined by the reviewer in the Transportation Field Services Department;
- (11) That NCDOT approve the driveway permit on Glenwood Avenue;
- (12) That as volunteered by the developer, a 15' x 20' transit easement with the construction of a bus shelter located on Glenwood Avenue be approved by the Transit Planner in the Public Works Transportation Department, 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 be provided to the City prior to building permit issuance;

Prior to issuance of certificates of occupancy:

- (13) That a survey of impervious surfaces on site be provided to the Stormwater Engineer in the Public Works Department to verify compliance with UDO Article 9.2.2.5 as the plan shows a proposed reduction in impervious surface on site.

ZONING:

ZONING DISTRICTS: Office & Institutional-1 & Conservation Management

SETBACKS / HEIGHT: This plan conforms to all minimum setback standards. Front yard =70', rear yard = 424', front / rear aggregate = 494', side yard = 50' & 22'', side yard aggregate = 72'. This plan conforms to maximum height standards in this zoning district. Proposed height of the building is 43'6".

PARKING: Off-street parking conforms to minimum requirements: 244 spaces required, based on 1 parking space per 300 square feet of floor area gross. 297 spaces are provided. Drive-through facility contains stacking for vehicles, in compliance with Section 10-2081.

LANDSCAPING: Vehicular surface area landscaping in conformity with Section 10-2082.6 is shown. This is a medium 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 (147')	Type B	25'*
Southern property Line (480')	Type D	25'
Western property Line	Type B	40'

*An Alternate Means of Compliance is proposed, providing a 25' in width with the construction of a 6' closed wooden fence, preserving six evergreen trees, planting 4 evergreen trees, and planting forty evergreen shrubs.

TREE CONSERVATION: This project is larger than two acres and compliance with UDO Article 9.1—Tree Conservation is required. This re-development project provides 0.22 acres of tree conservation area which is 5.23% of gross site acreage as most of the site is currently developed and few trees exist. The plan complies with UDO Article

4.2.1 as nearly all of the Conservation Management District on site is in a proposed tree conservation area.

Tree conservation acreage is as follows:
Primary: 0.02 acres
Secondary: 0.20 acres

OPEN SPACE: N/A

DEVELOPMENT INTENSITY: Proposed floor area ratio (FAR) of .4 and lot coverage of 13% conform to the maximum zoning district standards of .75 FAR and 25% lot coverage.

PHASING: Not applicable.

UNITY OF DEVELOPMENT: Not applicable.

COMPREHENSIVE PLAN:

GREENWAY: There is no greenway on this site.

STREET TYPOLOGY MAP: Dedication of right-of-way and construction of the following streets are required by the Street Typology Map of the Comprehensive Plan. Proposed street(s) are classified as Avenue 6-lane, divided.

Street	ROW	Construct	Slope Esmt.
Glenwood Avenue	0.5'	N/A	N/A

Existing streets are classified as 6 Lane Avenue Divided.

TRANSIT: The following transit-oriented features of this site are incorporated into the proposed plan: 15' x 20' easement with the construction of a bus shelter on Glenwood Avenue as volunteered by the developer.

COMPREHENSIVE PLAN:

The site is located within the Glenwood CAC, in an area designated Office and Residential Mixed Use on the future land use map. This category is applied primarily to frontage lots along major streets where low density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted.

Staff has reviewed the site plan and finds this plan in compliance with the Comprehensive Plan and the following policies:

- LU 4.7 Capitalizing on Transit Access
- LU 5.4 Density Transitions
- LU 5.6 Buffering Requirements
- LU 6.4 Bus Stop Dedication

**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
<p>The Commission suggests the addition of architectural features and unifying landscape elements to make the Glenwood façade not the rear of the building and to further connect it to the site.</p>	<p>The site has a beautiful mature stand of willow oaks along Glenwood Avenue that has been preserved. In order to keep these trees we have nestled the building into the existing grades which results in the grade transitioning approximately 11 vertical feet along the Glenwood façade. The view of the Glenwood façade will be heavily filtered through the existing trees. The southeast corner of the building offers the best view from the street as the tree canopy opens up at the main drive at the stoplight. The grades also work at this corner to facilitate an accessible pedestrian entry. The base of the building has been landscaped with foundation plantings to soften the transition from building to ground. The architectural features and materials of the Glenwood façade are consistent with the other facades of the building including the rear façade with the main entry. The rhythm of the brick and curtainwall facade on the Glenwood façade is similar to the west façade in material and detailing. Decorative metal grilles are provided at the openings into the parking level to provide some screening and bring down the scale of the openings to human level. We have provided trees, shrubs, and an annual flower bed in a pattern that defines the transit area as a site feature. A winding pathway leads patrons to the lower level pedestrian entrance which is flanked by columnar shrubs. Additional shrubs are provided adjacent to the building foundation which forms a cascading affect beginning at the top of the 11' grade transition described above.</p>

<p>The Commission suggests that the Glenwood pedestrian entrance to this building to be strengthened and further emphasized.</p>	<p>As noted in item 1 above, the view of the building opens up at the SE corner and this corner has been strengthened to present a clear pedestrian entrance from Glenwood Avenue and the transit stop. We have framed the entry with precast panels to distinguish it from the brick base. A precast eyebrow overhang further marks the entry while providing a gracious covered area. The walls surrounding the pedestrian entrance have been changed to a light architectural precast concrete to visually frame and brighten the entry. The address numerals are incorporated into the entry design to further identify this as the point of entry to building.</p>
<p>Pedestrian pathway from the right-of-way to the elevator lobby in the parking level be well marked and delineated</p>	<p>A winding and well landscaped walk leads from the transit stop/sidewalk to the entry on the SE corner. The lower level has been redesigned to create a more direct pedestrian path to the elevator lobby. Once in the lower level, pedestrians will exit the open "lobby " space, cross the vehicular drive at a raised paver crossing to a sidewalk which leads to the glass enclosed elevator lobby. Enhanced lighting and ceiling features will further mark the path.</p>
<p>An additional safe pathway, if feasible, from the right-of-way to main entrance at the rear of the building and creation of an entry plaza at the rear of the building</p>	<p>The grade transitions almost 12' from the main entry drive to the west façade and makes an accessible walk to the main entry prohibitive. To address entry into the building from the street, one has been created on the SE corner as noted in the responses above. The main entrance on the west façade will be accented with an expansive curtainwall element visually framed by a metal panels. An architectural cantilevered steel and fritted glass entry canopy further enhance the lobby entrance. The canopy will be lit from below to produce a soft glow at night.</p>
<p>Use of a sympathetic color for the retaining walls to match the brick of the building.</p>	<p>The retaining wall will be brick to match the building façade.</p>
<p>Relocate the bicycle racks away from the building entry.</p>	<p>Relocated adjacent to the parking level elevator lobby.</p>
<p>Relocate the dumpster to the north side of the lot away from adjacent residential properties.</p>	<p>The dumpster will remain in this location. It was located at this location with the previous development.</p>

**SUBDIVISION
STANDARDS:**

- LOT LAYOUT:** The minimum lot size in Office & Institutional-1 zoning district is 5,000 square feet. The minimum lot depth in this zoning district is 70 feet. The minimum lot width of an interior lot in this zoning district is 45 feet. Lots in this development conform to these minimum standards.
- 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:** Existing street improvements shall conform to normal City construction standards. The site is accessed from Glenwood Avenue.
- BLOCKS / LOTS /
ACCESS:** A Design Adjustment for UDO Article 8.3 Blocks, Lots, Access, Section 8.3.1(4), Block Perimeter. The Public Works Director recommends approval of the Design Adjustment using UDO Article 8.3.6(E) of the Administrative Design Adjustment Findings. In accordance with Article 10.2.18 approval of the design adjustment is subject to all of the following findings:
- The presence of existing buildings, streams or other natural features
 - Site layout of developed properties
 - Adjoining uses are incompatible
- STREETSCAPE
TYPE:** The applicable streetscape is a commercial street with a Type C-2 street yard on the private property as NCDOT and the City have determined that future road widening may preclude tree plantings in the right-of-way (UDO Article 8.5.1D).
- PEDESTRIAN:** A fee in lieu for a 6' sidewalk is required prior to building permit issuance for approximately 220' along Glenwood Avenue. Sidewalk is not being constructed at this time due to future road widening plans and the lack of public sidewalk along this side of Glenwood Avenue. Construction of a 6' sidewalk within an easement is proposed from the proposed transit easement to the southern property line. Proposed sidewalk is shown from the building to the right-of-way and the proposed transit easement.
- FLOOD HAZARD:** There are no flood hazard areas on this site.
- STORMWATER
MANAGEMENT:** This site is subject to Unified Development Ordinance Article 9, Stormwater Management. This project is reducing impervious surface area and claiming exemption to stormwater control requirements as afforded by UDO Section 9.2.2.5, Substitution of impervious surface area with approved pervious surfaces.
- WETLANDS
/ RIPARIAN
BUFFERS:** No wetland areas or Neuse River riparian buffers are required on this site.
- OTHER
REGULATIONS:** Developer shall meet all other applicable City requirements of Code Part 10 and 10A (Unified Development Ordinance).